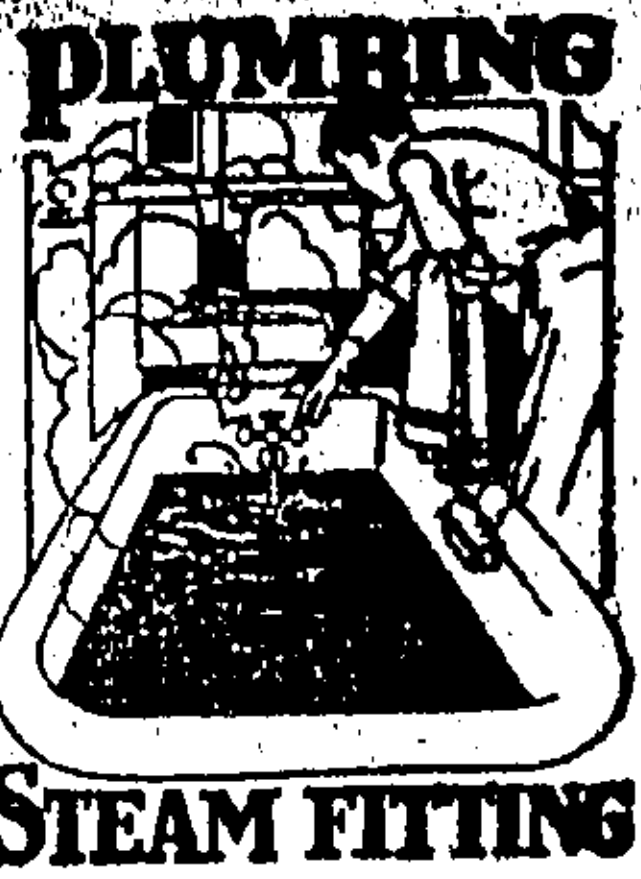




C. E. WARREN & CO., LTD.
CHINA BUILDING. TEL. C. 263.

The Hongkong Telegraph.

FOUNDED 1861 六拜禮 號十二月八英港香 SATURDAY, AUGUST 20, 1927. 日三廿月七 330 PER ANNUM SINGLE COPY 10 CENTS

Effective August 1, 1927, we announce our appointment as Distributors for Hongkong and South China of the following products of the General Motors Corporation:

BUICK MOTOR CARS
OLDSMOBILE MOTOR CARS
G. M. C. MOTOR TRUCKS

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
55, Wong Nei Chung Road. Happy Valley.

BRITISH WARSHIP FIRED ON. REPLIES AND DEMOLISHES FORTRESSES.

CHIANG KAI-SHEK MAY GO TO GERMANY.

A PANIC AT CHINKIANG.

The defeat of the Southern forces near Nanking and Chinkiang has led to a series of incidents, in which foreign ships have come under heavy fire from Northern troops who are now on the north bank of the river.

H.M.S. Stirling was fired at from the north bank above Chinkiang yesterday morning, and replied with her main armament, demolishing the fortresses on the bank from which the shots had come. Two Japanese steamers have also been under fire from Northern troops.

It is reported at Shanghai that Marshal Chiang Kai-shek is likely to leave China for Europe shortly, his destination being Germany. The forces in the Nanking area which he recently commanded are in rapid retreat, and the inhabitants of Chinkiang are in a panic. The Northerners are not expected to cross the Yangtze just yet owing to the lack of water transport.

H.M.S. HAWKINS GOES TO HANKOW.

A Naval Wireless message despatched from Chinkiang yesterday and received in Hongkong this morning indicates that there has been a recurrence of firing on British warships. H.M.S. Stirling is now in the neighbourhood of Chinkiang and yesterday morning fire was opened on her from the north bank of the river.

No details as to whether she was subject to rifle or shell fire are given, but it is presumed that the firing came from the forts just above Chinkiang. H. M. S. Stirling replied to the fire with her main armament, demolishing some fortresses.

ATTACK ON NANKING.

Japanese Under Fire.

Shanghai, Aug. 19. A Japanese officer of the s.s. Taito Maru vividly narrates that when the Taito Maru, which was proceeding from Hankow, neared Nanking at one o'clock on Wednesday afternoon, the Northerners from Pukow were firing furiously with machine-guns and rifles in the direction of Nanking, and the Southerners were replying intermittently. The steamer was compelled to anchor for three hours owing to the firing, but was eventually escorted through the danger zone by the Japanese destroyer Hinoke, and though furiously fired upon suffered no damage.

The Northerners fired upon the s.s. Taito Maru while the vessel was going up-river, while two Chinese steamers carrying Southerners, unknowingly anchoring at the Pukow side of the river, were seriously damaged by the Northern firing.

Chinkiang in a Panic.

The situation in Chinkiang is unsettled, the inhabitants are panicky, and the city is over-run by soldiers, of whom at present 60,000 have evacuated the north bank of the river.

It is expected that General Sun Chuan-fang's troops will occupy the north bank, but despite the demoralization of the Southerners, it is not expected that the crossing by the Northerners will take place in the immediate future, owing to shipping having been wholly carried off to the south bank.—*Reuter.*

The following additions to the list of persons authorised by the Governor to sign medical certificates of the cause of death for the purposes of the Births and Deaths Registration Ordinance, is published for general information: Sub-Assistant Surgeon Jemadar Kirdar Nath, Indian Subordinate Medical Department; Sub-Assistant Surgeon Jemadar Niranjani Luchianvi, Indian Subordinate Medical Department.

HAWKINS FOR HANKOW.

Admiral Tyrwhitt Aboard.

Shanghai, Aug. 19.

Admiral, Tyrwhitt, on board H.M.S. Hawkins, left for Hankow this afternoon.—*Reuter.*

TROOPS AT WUHU.

Arrive From Down River.

Wuhu, Aug. 19.

Between 2,000 and 3,000 troops of the 37th Army have arrived from down the river. This army is under the command of Chen Tai-yuen, who, at the moment, is in Shanghai.—*Naval Wireless.*

CALM AT NANKING.

Mr. Eugene Chen Expected.

Nanking, Aug. 19.

It is reported that firing between the rival armies took place yesterday forenoon, but since then calm has prevailed and there has been no further outbreak of firing. It is believed that negotiations are proceeding between the various army commanders. Mr. Eugene Chen is expected to come to Nanking in the near future.—*Naval Wireless.*

Chiang for Germany?

Shanghai, Aug. 19.

Large numbers of Nationalist troops have arrived here. It is rumoured that Marshal Chiang Kai-shek intends to leave China and go to Germany.—*Naval Wireless.*

JAPAN'S TROOPS.

No Withdrawal Yet.

Tokyo, August 19.

Though the press is urging the Government to use the present opportunity to withdraw the Japanese troops from Shantung, and it is rumoured that the Government is contemplating their withdrawal, Baron Tanaka, interviewed by *Reuter*, asserted that there was no intention of withdrawing them at present, the Government not considering that the situation warrants such action.—*Reuter.*

The principal films at the cinemas to-day are "Down the Stretch," an exciting drama, at the Queen's Theatre; "The Fourth Commandment," at the World Theatre; and "The Sea Beast," the screen version of Herman Melville's famous sea story "Moby Dick," at the Star Theatre.

TO PRESERVE OUR TREES.

PROHIBITED AREAS TO BE
INDICATED.

SANCTUARY FOR WILD LIFE.

The following Bill, which it is proposed to introduce into the Legislative Council at an early date, is published for general information in the current *Gazette*. It is the draft of an Ordinance to enable certain areas in the Colony to be declared prohibited areas with a view to the protection of afforestation operations.

The Ordinance is to be termed the Prohibited Areas (Afforestation) Ordinance, 1927. The clauses state:

It shall be lawful for the Governor in Council to declare any area to be a prohibited area if he considers it desirable to do so with a view to the protection of afforestation operations.

Every Order in Council made under this Ordinance shall be laid on the table of the Legislative Council at the first meeting thereof held after the publication in the *Gazette* of the making of such Order in Council, and if a resolution be passed at the first meeting of the Legislative Council held after such Order in Council has been laid on the table of the said Council resolving that such Order in Council shall be rescinded, or amended in any manner whatsoever, the said Order in Council shall, without prejudice to anything done thereunder be deemed to be rescinded, or amended, as the case may be, as from the date of publication in the *Gazette* of the passing of such resolution.

Boundaries Indicated.

Every prohibited area shall have its boundaries marked or indicated by means of fire-barriers or otherwise.

Notices both in English and Chinese stating that the area in question is a prohibited area shall be placed along the boundaries at intervals not greater than four hundred and forty yards.

The prohibited areas shall be under the control of the Superintendent of the Botanical and Forestry Department.

Every person who without lawful authority or excuse enters a prohibited area shall upon summary conviction be liable to a fine not exceeding two hundred and fifty dollars and to imprisonment for any term not exceeding six months.

This Ordinance shall not apply to the New Territories (other than New Kowloon).

Objects and Reasons.

The objects and reasons of the new measure are given as follows: The afforestation operations of the Botanical and Forestry Department are greatly hampered by the practice of cutting and stealing the trees in the afforestation areas.

Very young trees are sometimes also cut in the course of grass cutting. The areas in question are so widely spread that it is difficult to detect and catch offenders.

One expedient adopted by them is to hide their cutting implements in a plantation, so that they are not found approaching the plantation or coming from it with any cutting implements. Further, if while engaged in cutting in a plantation they see forest guards approaching, they hide their implements and, when questioned, say that they are merely passing through the plantation. The forest guards have to proceed on their patrol and the wood stealer can then recover his implements and continue his cutting.

This bill is an attempt to preserve the plantations from such depredations by making it an offence to enter any prohibited forestry area without lawful authority or excuse. It will be much easier to detect and prove presence in such an area than to prove actual cutting or stealing.

The area will be declared by the Governor in Council in each case to be a prohibited area, and the boundaries will be marked or indicated by means of fire barriers or otherwise. Warning notices in English and Chinese will be placed along the boundaries at intervals not greater than 440 yards.

Wild Game Protected.

It is obviously necessary to make the prohibition of entry into the prohibited area an absolute one applying to all persons, because it

(Continued on Page 10.)

THE TYPHOON.

WILL PASS CLOSE TO
GAP ROCK.

EXPECTED HERE SOON AFTER
MIDDAY.

FERRIES STOPPED.

At the time of going to press, the Colony was on the *qui vive* regarding the approaching typhoon, there being every indication that it would pass dangerously near to Hongkong soon after noon to-day.

The No. 1 signal was hoisted yesterday morning, and from reports received, the Observatory was able to state that the typhoon was heading towards Hongkong, threatening the whole coast between here and Amoy. Just before midnight, the No. 2 signal was hoisted, indicating that a gale was expected from the north.

Passes Pratas.

A message was issued at 3.40 a.m. stating that the typhoon had passed within ten miles to the south of Pratas at 3 a.m., and that it appeared to be approaching dangerously near to Hongkong. It is a severe typhoon, and was, at 3.00 a.m. within 30 miles of Lantau, 21 N., 116 E.

At the Pratas, the barometer fell to 23.56, and wind force of 11 (over 75 miles per hour) was experienced.

Cyclonic Gales Predicted.

The No. 6 signal (gale expected to increase) was hoisted here at about 7.30 this morning, at which time there was a high wind with much rain.

The latest Observatory information available was timed at 10 a.m., and it stated that "the centre of the typhoon is now about 70 miles to the south-east of Hongkong and it will probably pass near to Gap Rock early this afternoon." Cyclonic gales are predicted.

No Trams and Ferries.

There have been all the usual precautions taken, ships going to safe anchorages and all small craft making for the shelters since last evening. The lower trams ceased running at about eight o'clock this morning (soon after the No. 6 signal was hoisted), and although the Star Ferry kept running up till shortly after ten o'clock the service had to be suspended soon afterwards.

Naval Ratings for C.N.C.

At the Harbour Office, the Harbour Master was this morning in constant wireless communication with the "Kau Sing" rescue tug which was cruising the harbour to render shipping any assistance that might be required. There has so far been no untoward happening.

Naval tugs this morning conveyed emergency crews of naval ratings to man the officerless C.N.C. boats lying in Kowloon Bay.

Black Cross.

At 9.30 this morning a squall of 100 miles per hour was experienced at Cape D'Aguilar.

The No. 7 signal (Black) Cross was hoisted just before 11 o'clock, the customary three guns being fired.

LATE ITEMS.

Big Liner Drags Mooring.

2 p.m. Although the weather had continued rough and despite the fact that the barometer continued to show a steady fall all the morning, there had been no wind of typhoon force and there were no serious incidents to report. The harbour was lashed into big seas which were breaking over the Praya, but everything had, by this time, got away to safety.

The P. & O. Rawalpindi, at a buoy opposite the Harbour Office, appeared to be in difficulties this morning, when she began to drift, slowly getting nearer the Praya just above the Hongkong, Canton and Macao Steamboat Company's wharf. Her engines were put to work and she steamed into her former position, where she remained moving to and fro up against the wind.

Wrong Message.

A call was received by the Central Fire Station this morning to go to a Chinese house which had

REMOVED TO DEATH CHAMBER.

SACCO-VANZETTI APPEAL
FAILS.

POLICE PRECAUTIONS.

Boston, Aug. 19.

Counsel for the defence in the Sacco-Vanzetti case has announced that an application will be made immediately to the United States Supreme Court for a writ of *certiorari* on behalf of the two condemned men.—*Reuter's American Service.*

After visiting Vanzetti in his cell at the Charlestown State prison, Attorney Musmann told the warden, Mr. Hendry, that Vanzetti had become insane.

This morning counsel informed the prisoners of the decision of the Supreme Court, and the prison warden announced that the two men would be removed to the death house this afternoon.

Boston, later. Sacco and Vanzetti were removed to the death house, showing no signs of physical or mental distress as they walked with guards through the corridors.

Trying to Delay Sentence.

The decision of the State Court upheld the ruling of Judge Thayer that the motion for a new trial came too late, because sentence had been pronounced. Mr. Arthur Hill, chief counsel in the Sacco-Vanzetti defence, stated he would inform Chief Justice Hall of the Supreme Court defence and that he intended to petition for a writ of *certiorari* based on the Federal question relating to the violation of the "due process" clause of the constitution of the United States, and ask him to grant a stay of sentence until ten certified copies of the record of the Sacco-Vanzetti cases, which have been ordered from the clerk of the Norfolk Superior Court, as required by the practice of the United States Supreme Court, can be printed.—*Reuter's American Service.*

Public Places Guarded.

New York, Aug. 19. Following the refusal of the Sacco-Vanzetti appeal, the Commissioner of Police has ordered the resumption of the police guard on public buildings and the underground railway stations. Similar precautions are being taken to guard the public buildings at Pittsburgh.—*Reuter's American Service.*

EARLIER MESSAGES.

Decision of the Supreme Court.

Boston, Aug. 19.

Four justices constituting the Full Bench, have delivered the Sacco-Vanzetti decision to the Official Recorder of the Supreme Court. It consists of five typewritten pages and will be published to-day.—*Reuter's American Service.*

Appeal Denied.

Boston, Aug. 19.

The Supreme Court has refused to allow the Sacco and Vanzetti appeal.—*Reuter's American Service.*

Belgian Labour Trouble.

Verviers, Aug. 18.

The employers of the Belgian wool-combing industry have closed their factories and locked out thousands of their employees until Monday, as a reply to the employees' decision to strike to-day as a protest against the death sentences on Sacco and Vanzetti.—*Reuter.*

The new Our Cabaret, Mr. Charles Chamier's revue company of ten London artistes, brings its highly successful season in the Star Theatre to a close this evening with "Pot Pourri," which will present the cream of the company's most popular items.

collapsed at Wanhai. When the brigade arrived, however, it was found to be a false alarm, the actual trouble being a chimney on fire.

The sea was sweeping over the Praya for the whole of this morning. Several wharves along the Praya were being completely washed for the whole of their length by huge waves which were flung into the air to a height of 20 and 30 feet in places. Considerable wreckage, appearing to be mainly rubbish, was strewn about.

Bulls and Inners

From the Office Butts.

Fishermen listened to Marconi's broadcasting with open mouths, and they couldn't have been real fishermen.

Mr. Justice Wood's decision in the "Camel" case gave the defendant the hump.

China doesn't progress much. According to a Shanghai contemporary, she is still "at the cross-roads."

There is a lot of Hongkong Dog about, which probably accounts for a good deal of the growling.

Owing to H.R.H. the Prince of Wales refusing to sign a petition framed by the Anti-Vivisectionist Society, said Society is very much cut up.

Hongkong cannot afford to lose such genial members of the community as the manager of the J.C.J.L.

The carpet tax has apparently met with a rugged reception in Tientsin.

Judging by what we hear, hawkers in Wyndham Street are doing a roaring trade.

They appear to have had high jinks in Irish politics this week.

Radio may yet beat the cable but the telegraph will always beat the mail.

Paper umbrellas are getting so big that we look upon them as a solution of the housing problem.

These Scots are very thorough. One of them after inviting an Englishman into a Club for a swift one, immediately became so immersed in committee business that he omitted to sign his book.

Following official example, a local bowling club now has white lines before its front entrance.

While playing the other morning in Kowloon a piper fell down a bank. This raises the old question—Did he fall or was he pushed?

White Borissoff plays music in Canton, Boredin faces it in the North.

What we like most about some bowlers is their modesty.

A vegetable marrow fully four feet long has been found at Tai-po. The local Fascists have the matter well in hand.

The Saccoist who blows up a cathedral must have something wrong with his dome.

Exchange during the week was weak with the exception of those shots exchanged between the oyster poachers and the watchmen.

Local cricketers have begun their training unusually early. This is regarded as a sign of a hard winter.

Thus the *Daily Press* in referring to the George Lott-Bene Lasco tennis match, "Lott, who is only 30, is ranked ninth in the United States." We trust this will not reopen the old discussion "How old was Lott's wife?"

An advertisement recently appeared concerning an "Expert European Gentleman." After exhaustive enquiries, we are assured that he is one of those Mayrods who fail to board the tram in the order of their coming.

In conferring the title "Chief Sitting Eagle" on Mr. Baldwin, care was apparently exercised in selecting a name which would not make him soar!

Nature note: Several unmuzzled lengths of Dachshund have been observed recently in the Happy Valley district.

This week's subtle sub-title: "He was still trying, but he was getting no better, rapidly."

Interest in the ads often adds to the reader's interest.

The institution of a vehicular ferry would make a great deal of a difference, say the motorists. Then, presumably, the present lighter Tai Sup will become a tailer.

Journalists, together with young bloods who appear to be the only people in the Colony who have pressing business.

Last week's Home correspondence arrived in the *Adolphe von Bayer*. The question of mail subsidies is, however, not germane.

Bridge should not be played at bathing picnics: somebody might be non-suited.

We notice that some of these young bloods who boast of their trips up Taimoshan, grow most offensively when the lift is out of order.

Separation frequently results in wives husbanding their resources.

Demonstrations with a rope in court prove that there are many things a legal luminary can do, and, under certain circumstances, that he can knot.

Playing Hongkong at baseball, the Honoluluans had Nix on the pitcher.

Judging by the east of the Philharmonic's "Merrie England," Scotland is due for a loud burst of laughter.

This week's stray bat from the belfry: "The crook of a man's elbow should be put in goal?"

A full load in a car naturally means more spirit.

The slight earthquake recorded at the Observatory was probably due to some one paying a deposit into his Savings Bank account.

This war is fierce. Just look at the bomb Chiang threw into Shanghai over the week-end.

Do your Christmas shopping early and avoid this warning.

A golf ball almost hit a bird at Fanling last Saturday.

Another earthquake shock, felt one night this week, upon investigation fortunately turned out to be the chow dog scratching itself in the flat above.

Huschow is due to fall soon; so is the thermometer.

We don't like the way so many of these Chinese officials are leaving their posts for reasons of health. Can it be that they are afraid of lead poisoning?

The man who was heard singing "Goodbye, Summer" last Tuesday, has been asked to appear before the Hongkong Meteorological Society and explain when and where, he observed the phenomenon.

"Toreador!" Sorry, but your Bull on short skirts, must of necessity go into quarantine. Why not consult a doctor yourself?

The *Daily Press* states that a knot was tied with "two half hatches." This added act is something to brood over.

A headline we never expect to see: "Chiang Kai-shek Hands Fortune Over to Kuomintang."

We don't mind if one swallow doesn't make a summer, but we do object when one oyster is supposed to make a stew.

Appropriately enough Suzanne Lenglen received a good greeting on her arrival in Glasgow.

"It is no longer necessary to bore ears" reads an ear-ring advertisement. Yes, that is so.

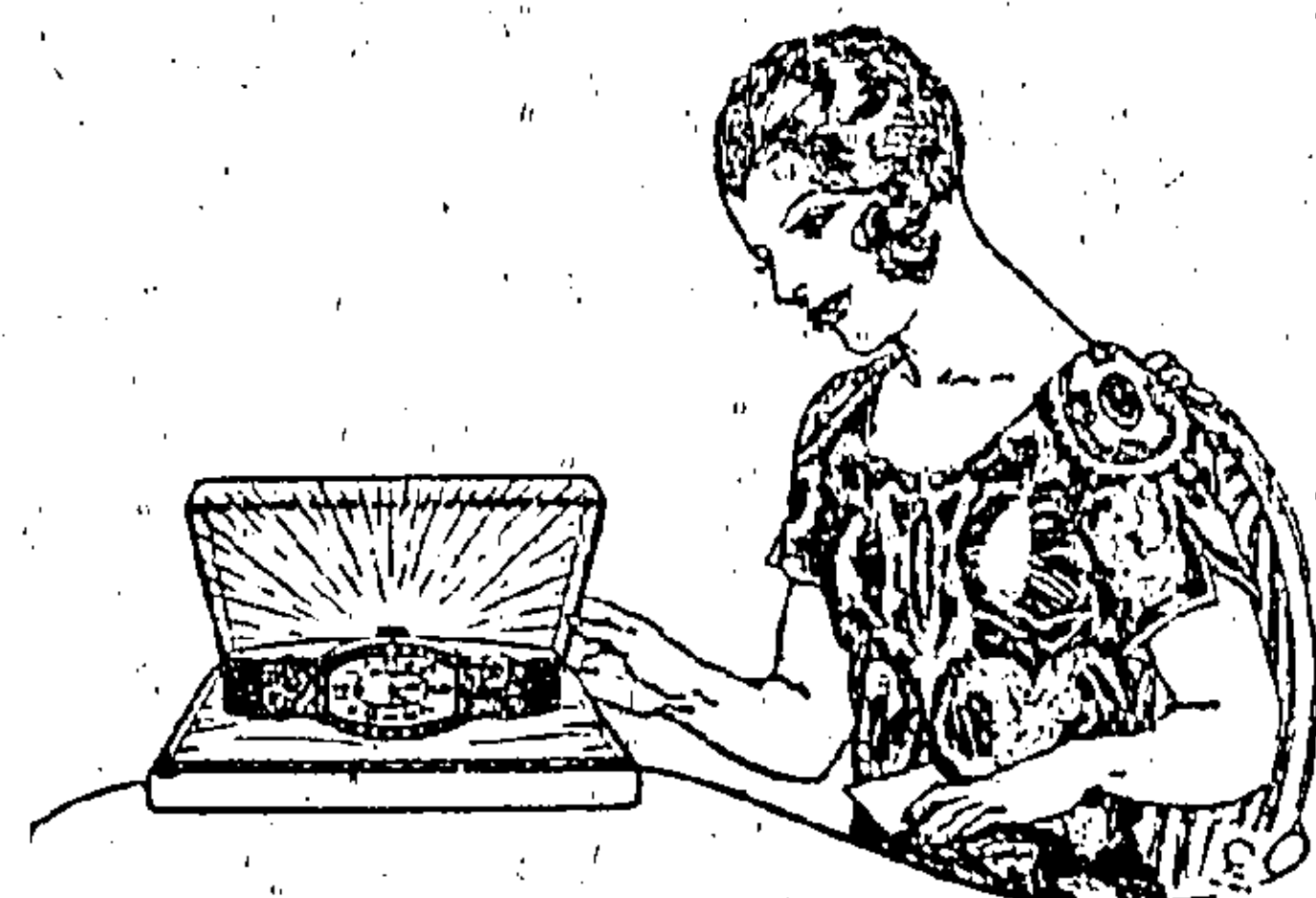
One of the German trans-Atlantic pilots is still loose.

Motoring note:—Many an ardent swain's love for his fair lady has been rudely shattered by a concrete wall.

Heading: "Fanfare of Bugles for Airman." Air aces being trumped.

A contemporary suggests that China has not yet awakened. Well, we should like to have her dreams, then!

The way some of these Reds run, suggests that their day is not as fast as their changes of mind.



A Tavannes Watch

Assures the wearer the utmost in beauty and accuracy, yet costs no more than watches of inferior grade.

Your are cordially invited to inspect our wide selection.

J. ULMANN & CO.

Alexandra Building.

LADIES!

We have just unpacked a shipment of the famous—

HICKERY GIRLS

We are offering a few special lines in ATTRACTIVE HATS at prices below cost.

\$3.00 and \$3.50 each.

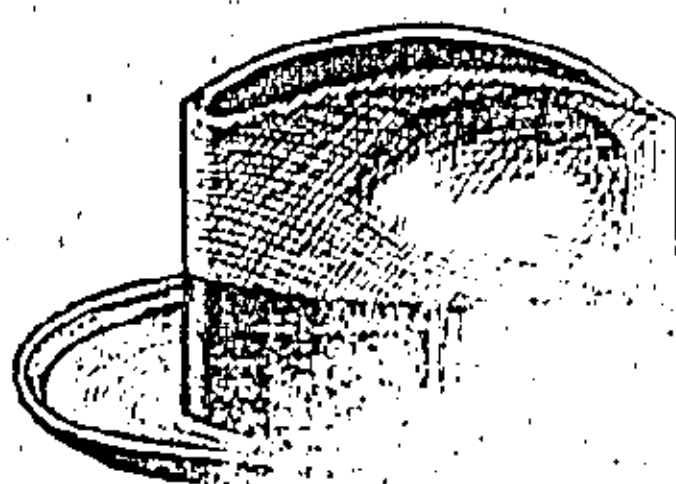
Come and make an early selection.—

ELITE STYLES

A.P.O. Building.

Tel. C. 2432.

THAT HAVE
HAT CLEANED!



HAVE THAT
HAT CLEANED!

SEND YOUR FELT HATS FOR EXPERT RENOVATION

We also specialise in dry-cleaning every kind of Fabric, Dresses, Ladies' Hats, etc.

The International Dry Cleaning and Dyeing Company.

19 Wyndham Street, Hongkong

36 Nathan Road, Kowloon.

DOCTOR TRAPPED.

KIDNAPPERS EXTENSIVE OPERATIONS REVEALED.

The subtlety of a band of kidnapers who, by their clever ruses, enticed both men and women away from their home and their occupations, was recounted in Major C. Willson's court yesterday afternoon, when sub-inspector Carey prosecuted two men charged with kidnapping Dr. Chan Lai-chuen, a Chinese medical man practising in Apichau, and Hin Shing, a young apprentice bookbinder employed at Sham Shui-po.

The two defendants were Leung Tin and Sin Sing, and it is alleged that they are two members of a very large gang who concentrate their attention on the outlying districts in this Colony.

Dr. Chau Lai-chuen is a man of 51 years of age and beside being a medical man, is also a schoolmaster in Apichau. He was lured away from his house on November 19 last and was in captivity for 105 days, at the end of which time he was released on his relatives paying a ransom of \$1,700 to the kidnappers, together with two dozen singlets and two taels of opium. The bookbinders' apprentice was kidnapped some time later and was released when his father consented to pay \$300 to the gang.

Trapped.

Outlining the case for the prosecution, Sub-Inspector Carey said that on November 19 last, the doctor received a call from a woman who went to see him at his house at 114 Main Street, Apichau. The woman asked him to go on board a junk to treat a sick man, whom, she explained, was her father-in-law. The doctor did not quite like to go, but the thought that he might be doing a service to some poor seaman decided him and he followed the woman. They went to the water front where a sampan was waiting.

The man who was on the bow of the sampan was the first defendant and the doctor could say that the man who rowed him out to the junk was the second defendant. When they reached the junk the doctor was told that the sick man was in the hold and he was asked to go inside.

On entering the hold the doctor noticed a man covered with a quilt, breathing heavily. He approached the man and intended to feel the poor fellow's pulse, but as he stretched his hand to reach the man's wrist a revolver was pointed at him by the "sick" person.

The boat was then got under way and the doctor was tied up and left in the hold. After three hours sailing, the doctor asked to be released, which the kidnappers consented to do. They brought him up to the deck of the junk and the man who played the part of the invalid covered him with a revolver and acted as a sort of guard over him. After sailing a few hours the junk encountered strong winds and had to put in to a place named Kan Yak, near Lantau for shelter. They remained there for two days.

Village Prison.

When they were able to sail again they made for the Heungshan district, near Macao. The journey took five days and during that time, the doctor could say that the man who supplied him with food was the second defendant. From Heungshan they sailed again after a stay of one day to a place called Ko Lo Wan. Three days sailing from Ko Lo Wan brought them to a place called Shui Ho Chung.

The boat of the junk was lowered and three men went ashore, including the first defendant. They returned with five others armed with Mauser pistols and took the doctor ashore and marched him to Sui Ho village, which is four miles inland. The doctor was locked up in a house where he spent a night alone. The next day he was taken to a place called San Mei, which is the village adjoining

EASTERN PORTS.

HEALTH STATEMENT FOR LAST WEEK.

The health bulletin of Eastern ports for last week, issued by the Principal Civil Medical Officer, gives the following cases, the numbers in parenthesis denoting deaths:

Plague: Colombo 9, Bassein (5) Bombay (3), Cholera: Basra 125 (108), Madras (72), Assam Province 27 (22), Mohammedan (Persia) 16 (12), Calcutta (18), Bombay (11), Manila 8 (7), Canton 7 (4), Amoy 5, Shanghai (2), Macao (2), Tourane 2 (2), Haiphong 1 (1), Bangkok 1, Colombo (1), Negapatam (2).

Small-pox: Bandjermasin 25, Basra 1 (1), Nagasaki 1 (1), Hongkong 1 (1), Menado (Celebes) 1, Sourabaya 1, Singapore 1 (1), Colombo 6 (2), Madras 4, Calcutta 6 (5), Bombay 5 (3).

FAMOUS VIOLINIST.

SEPTUAGENARIAN WEDS GIRL PUPIL.

Brussels, Aug. 19.

Eugene Ysaie, the septuagenarian violinist, was married at Knocke-sur-mer to Jeannette, aged 20, his brilliant pupil, the daughter of Dr. Dincin of Brooklyn, United States.—*Reuter.*

Eugene Ysaie was born at Liege on July 15, 1858, of Walloon descent, and was married in 1886 to a daughter of General Bourdon de Courtray. His wife died in 1924. He was educated at the Conservatoire, Liege, at Brussels under Wieniawski, and at Paris under Vieuxtemps. He was the conductor of the Cincinnati Symphony Orchestra 1918-22.

Sui Ho, where there was a large match in which several other males and females were kept in captivity. After the doctor had been in the match for eleven days, the second complainant, the bookbinders' apprentice was taken there.

The doctor wrote several letters to his relatives at the captors' command and as a result of negotiations entered into between his relations and the kidnappers he was released after 105 days. The ransom paid for his release was \$1,700 in cash, two dozen singlets and two taels of opium.

Enticed Away.

As regards the second complainant, he was enticed away by some members of the gang who promised him a very lucrative job. The man was employed at the Man Hin bookbinders' shop in Sham Shui-po and it was the second defendant who first approached him regarding a better position. He was lured to the kidnappers' stronghold and not until \$300 was handed over by his father, was he released.

The Macao authorities apparently were also being troubled by this gang, for one of their detectives traced the first defendant to Hongkong. When the man walked off a boat in Wing Lok Wharf the detective from Macao quickly communicated with the local police and the man was arrested. At an identification parade held by the police, the doctor picked the first defendant out without any difficulty.

The arrest of the second defendant came about as a result of a raid which Sub-Inspector W. R. Chester Woods, who is attached to the Cheung Chau Police station, made on an unnumbered junk. The result of the raid was that two men were arrested and a quantity of ammunition and arms were seized. The second defendant was also identified by the doctor as well as the bookbinders' apprentice.

Yesterday afternoon Dr. Chan Lai-chuen was giving evidence when the court rose.

PACIFIC FLIGHT.

INTENSE ANXIETY IN THE UNITED STATES.

Flint, Michigan, Aug. 19. Malloska, the backer of "Miss Doran," has offered \$10,000 reward for the discovery of the occupants of "Miss Doran" dead or alive. Just before Miss Doran, who was most popular, left to fly to Honolulu, she expressed the hope that she would win the ocean race, but added, pensively, "If we don't well, life's just a game chance anyway."—*Reuter's American Service.*

Missing Plane Found.

Honolulu, Aug. 19.

Mr. Dole has offered a reward of \$10,000 to the discoverer of the occupants of either of the missing Trans-Pacific aeroplanes, and \$20,000 for the discovery of the occupants of both.—*Reuter's American Service.*

San Francisco, Aug. 19.

The *Examiner* which entered Golden Eagle for the Dole Pacific flight is offering \$810,000 each for the rescue of the crews of the Golden Eagle and the Miss Doran.—*Reuter's American Service.*

Unconfirmed Report.

San Francisco, Aug. 19.

The report that the "Miss Doran" has been found is not confirmed by *Reuter's* correspondent at Walluku, Maui, who has visited the spot where the machine is reported to have been sighted and discovered. There is no trace of the machine or of the occupants.—*Reuter's American Service.*

Intense Anxiety in U. S.

New York, Aug. 19.

The *New York Tribune's* cartoon of Uncle Sam in night attire, in the small hours of the morning, listening on the wireless anxiously muttering "we ought to hear something of them by now," is an apt illustration of the public anxiety in the United States regarding the fate of five missing fliers now 40 hours overdue.

Never has the country realised so emphatically the need of small cruisers, for practically every kind of small vessel available is on the central Pacific intensely sweeping the ocean.

The papers give prominence to accounts of Mildred Doran's determination and courage. She was only 16 when her mother died. Mildred thereafter mothered two small brothers and a baby sister. Meanwhile she qualified at a teacher's training school and then turned to aviation. She interested the wealthy Mr. William Malloska, who organised a passenger air service on the strength of her enthusiasm.—*Reuter's American Service.*

Mobiloil "B" Used.

The Vacuum Oil Company have just received advice that Pilot Arthur C. Goebel, who won the Dole prize for his flight from San Francisco to Hawaii in the Travelair Monoplane christened "Woolaroo," powered with Wright Whirlwind engines, used Gargoyles Mobiloil "B" on this flight, and the oil gave every satisfaction; the engines functioning perfectly.

SOVIET PLOTS.

DISORGANISATION OF FRENCH COLONIAL EMPIRE.

Paris, Aug. 19.

Le Matin publishes several letters forming the correspondence between Volkoff, the Russian military attaché in Paris, Krestinski the Soviet ambassador in Berlin and Comrade Gallagher in London showing the co-operation between the Soviet Government and the leaders of the Third International in order to disorganise the French Colonial Empire and create revolt among the Moroccan tribes.—*Havas.*

ORDER IGNORED.

JARDINE'S GODOWNS NEW MILITARY CAMP.

Hankow, Aug. 12.

Yesterday two prominent members of the staff of Messrs. Jardine Matheson & Co., with a foreign friend had occasion to pay a visit to the company's godowns at Tachimen. Reports had been received to the effect that a temporary occupation of the premises by troops had the appearance of being prolonged indefinitely. A visit of inspection therefore became imperative.

A few days ago a mandate was issued which definitely ordered the evacuation of all foreign property then being occupied by soldiery, and in pursuance of this mandate it was thought by those concerned that the godowns would be evacuated. Instead of this happening on arrival all three were stopped by sentries at the gates and considerable difficulty was experienced in gaining entry to the property.

Rude Soldiery.

After submitting to a considerable amount of rudeness and verbal insult, entry was at last gained to the premises. They found that the godowns plus several tents were occupied by soldiers numbering approximately six hundred under the command of a major.

During the course of their inspection the major sent for them, but not being soldiers they did not obey the order, even when a second and more urgent message was sent. Ultimately it was discovered that the major finding it rather hot on the verandah wanted a house to live in. He will in all probability find one.

Water was found to be running to waste by the thousands of gallons, but as no doubt Jardines have protected themselves in this respect with the Waterworks Company, it will not form with them a matter for discussion.

LONDON-NEW YORK.

MAYOR WALKER TRIES THE ATLANTIC PHONE.

New York, Aug. 19.

Mayor Walker, although on holiday, rang up the Secretary for the City Hall here from London, and discussed housing and other important municipal matters. The Secretary said he heard Mr. Walker as if he had been in New York.—*Reuter's American Service.*

A "Buggy" Ride.

New York, Aug. 19.

Alongside long accounts of the unremitting search for forty warships and seaplanes for the missing Honolulu fliers, the papers are splashing copious accounts of Mayor Walker's activities in England. An immense impression has been created by the cordiality of London's welcome and the announcement that Mayor Walker intends to ride in the Lord Mayor's coach is the sensation of the hour. An instance is the heading across the front page of one journal "Jimmy to Get Buggy Ride in London."—*Reuter's American Service.*

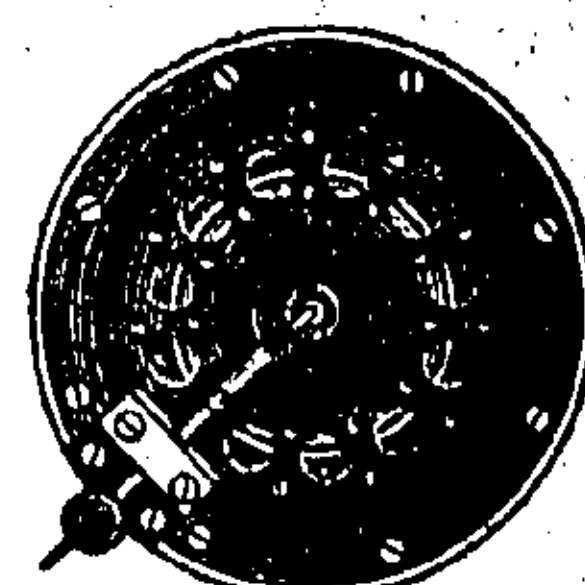
ESTIMATES REDUCED.

AUSTRALIAN ARMY AND NAVY ECONOMY.

Melbourne, Aug. 19.

The Minister of Defence has decided to reduce the navy estimates by \$125,000 and the army estimates by \$48,000 for the sake of economy. A further \$27,000 will be saved on the estimates for the air force, civil aviation, munitions and the supply branch.—*Reuter.*

SOMETHING NEW!



THE **Symphonic** PHONOGRAPH REPRODUCER

Will Make Your Old Gramophone Play Like the New Ones Now on the Market.

Price \$16.00, Take One Home and Try. Your Money Back if not Satisfied!

at **TSANG FOOK PIANO COMPANY.**

8, Des Voeux Road Central (Entrance To House Street.) Telephone C. 4648.



IT'S QUALITY THAT COUNTS

Established 1912.

THE

ROYAL

SHOE STORE.

Ladies' Dancing and Walking Shoes.

also Lizard Skin Shoes

MADE TO ORDER

Expert Fit and Good Workmanship.

No. 1, D'Aguiar Street.

Opposite Yee Sang Fat Co.

Telephone Central 3237.

"Below par"

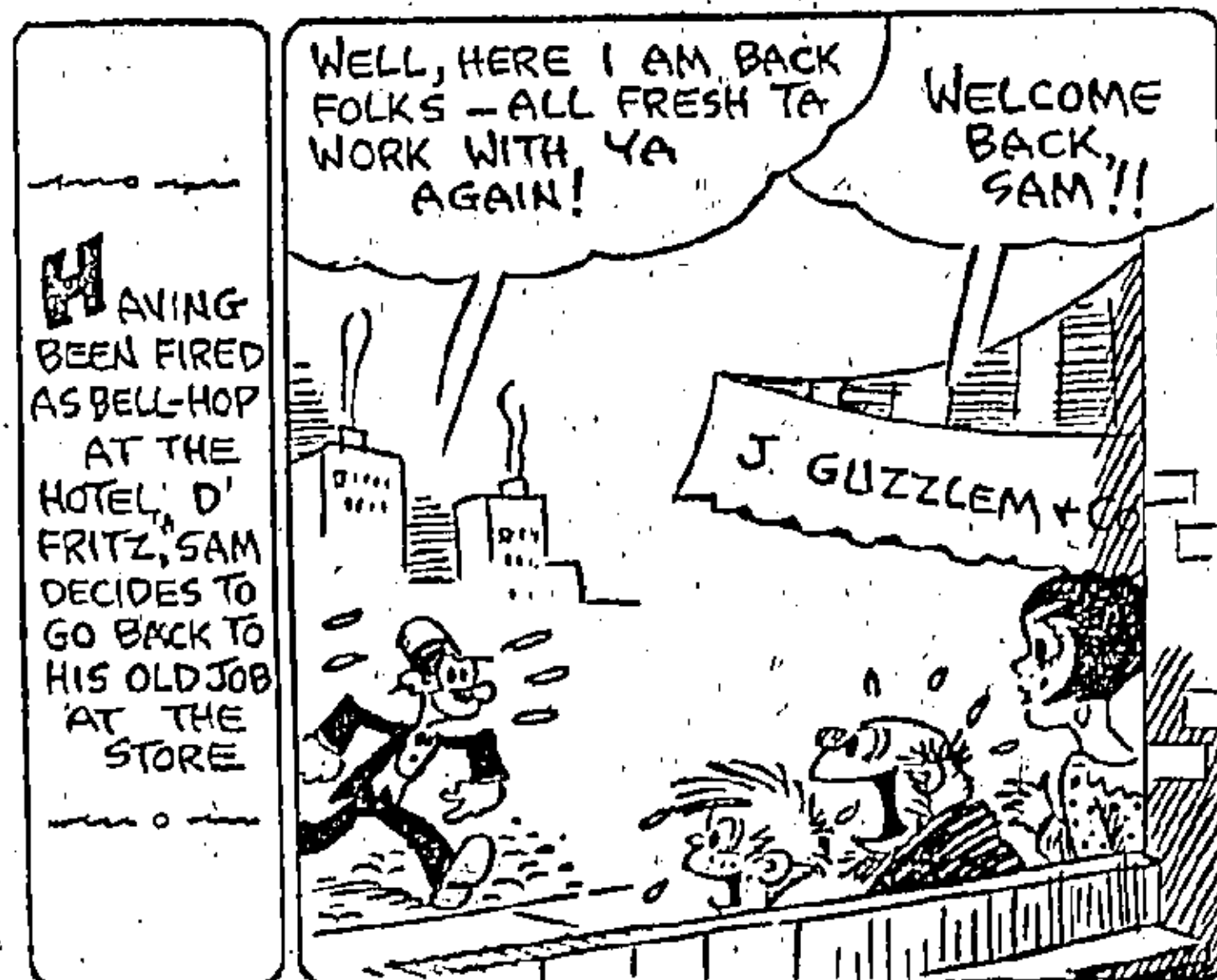
If you are run down and far from well—try SCOTT'S Emulsion.

It builds up the body, heals the lungs and tones up the system. Ask for

SCOTT'S Emulsion
The protector of life



SALESMAN SAM

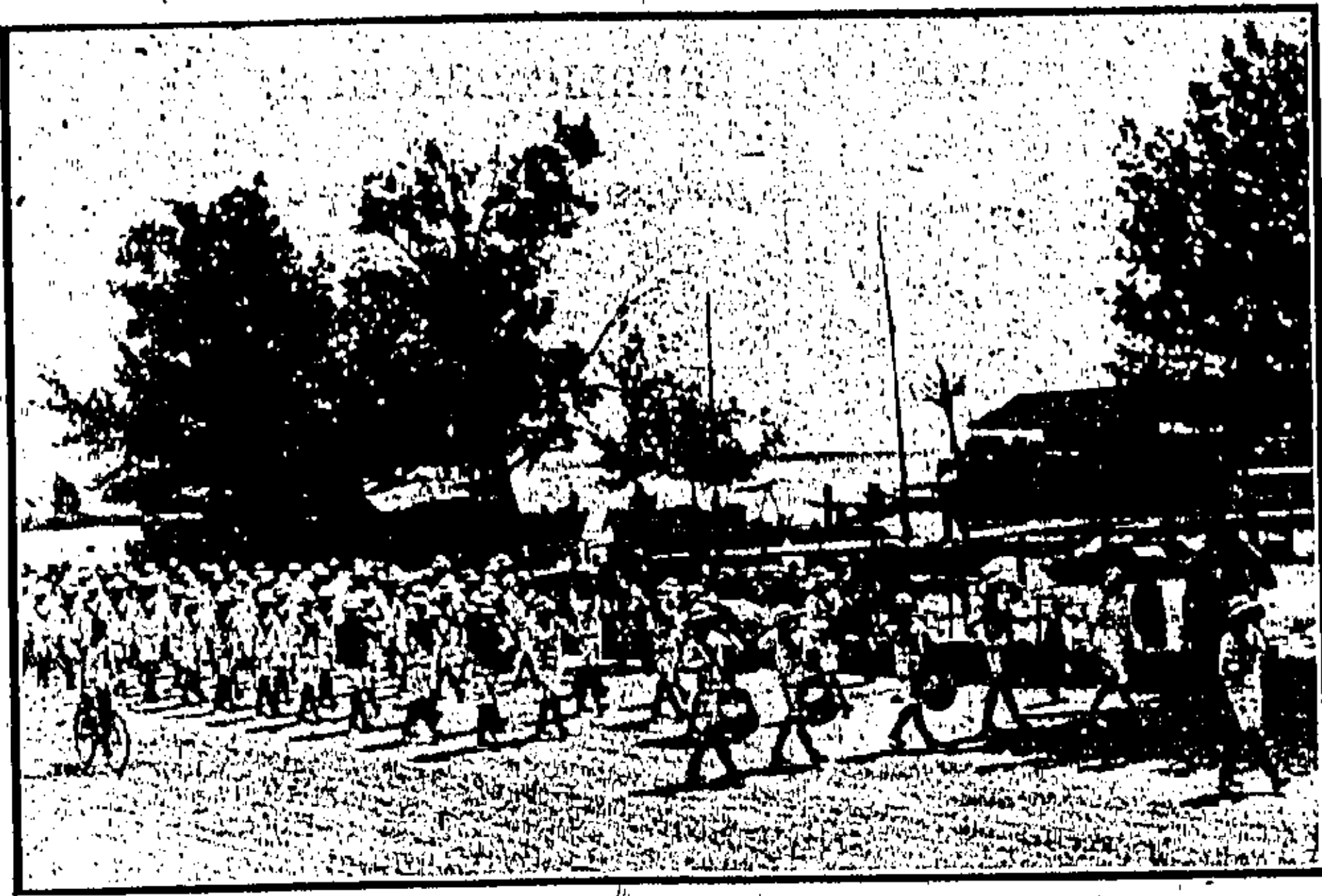


Putting Him Wise

By Small



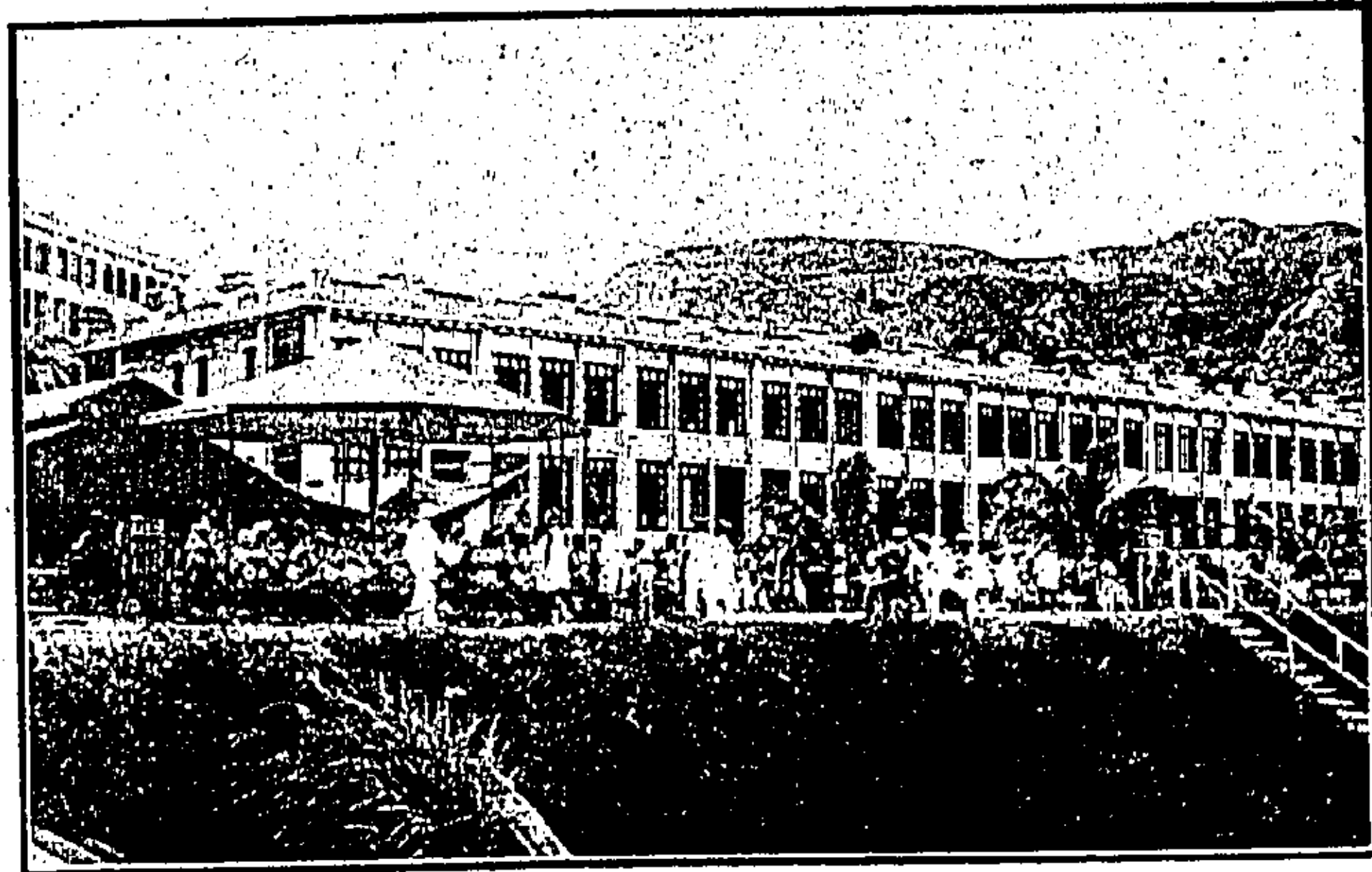
Group taken at the wedding of Staff Sergeant Andrew Brown, D.C.M., I.A.S.C., and Miss Daisy Bower, daughter of Q. M. S. Bower, R. E., which took place at St. John's Cathedral last Monday. (Photo: Ming Yuen.)



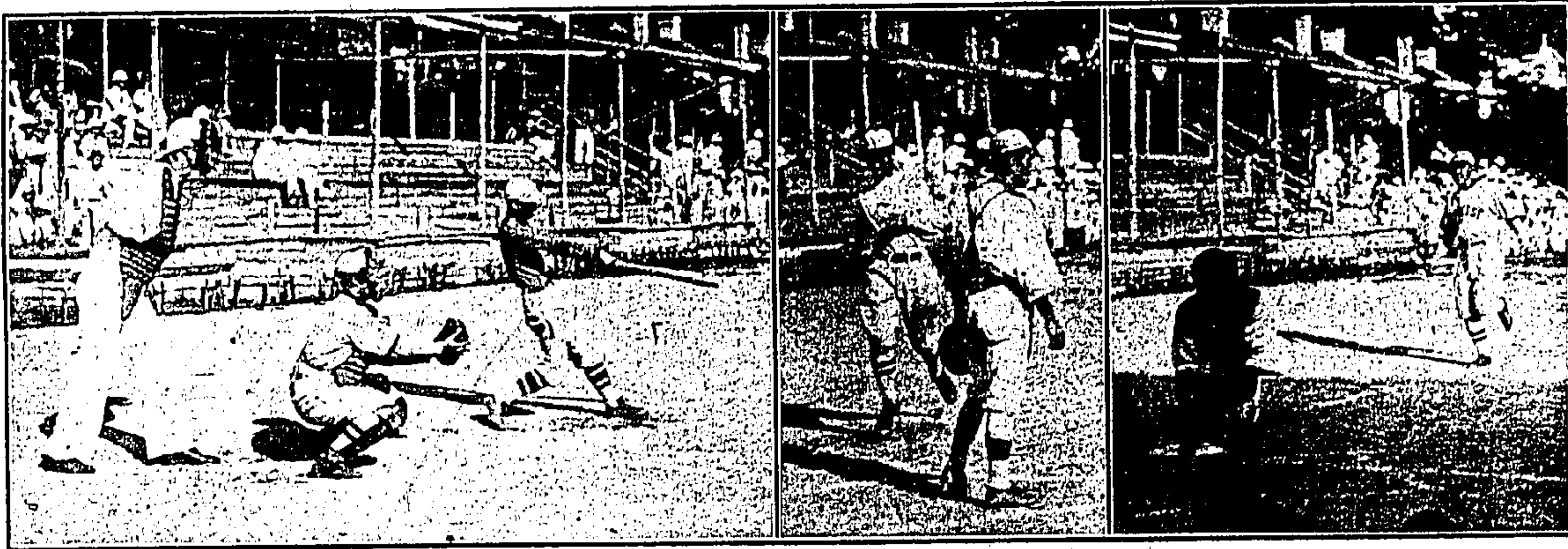
Church parade of the Hankow naval defence force, consisting of men from H. M. Ships Carlisle, Bruce, Seraph and Sepoy.



Scene on the Terraces at the tea interval at last Sunday's concert at Kowloon Dock.



The Pipe Band and Drums of the K. O. S. Borderers who contributed to last Sunday's concert at the Kowloon Dock bathing beach.



Scenes of play at last Sunday's baseball contest between the Honolulu visitors and the All-Hongkong nine. (Photo: Mee Cheung).



This picture was taken at a farewell dinner given in Shanghai by the officers of the 3rd Battalion, 4th Regiment, U. S. Marine Corps, to their Battalion Commander, Captain Leroy P. Hunt, who recently left for Tientsin to join the staff of General Smedley D. Butler. Major Budd relieves Captain Hunt.



Teams representing the Kowloon British School Former Pupils' Association taken before their recent water polo match. (Photo: Mee Cheung).

PYJAMAS



Cut from a soft silk finish material in plain blue, mauve, grey or smart black stripes. Tailored to fit generously, with plenty of room for a good "stretch"

\$12.50 \$13.50 per suit

OTHER QUALITIES From \$8.50

We Allow 16% Discount for Cash

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Bldg. Des Voeux Rd.

CARBOLINE

DISINFECTING FLUID

A TRUE GERMICIDE, DISINFECTANT AND ANTISEPTIC, BEST AND CHEAPEST. "A PERFECT PURIFIER."

SOLD BY

The Colonial Dispensary.

14, QUEEN'S ROAD CENTRAL, HONGKONG.

Best Brand in the Market.

NEW

AX-BEER

This beer makes you more Cheerful and Vigorous.

SOLE AGENTS:

MITSUI BUSSAN KAISHA, LTD.

LOCAL PHOTOGRAPHS

ALBUM OF 40 VIEWS—\$3.00
POST CARDS 75 CENTS PER DOZEN.
BEST SELECTION IN HONGKONG.

MEE CHEUNG.

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

WHITEWAYS

MILLINERY DEPARTMENT.

SPECIAL BLUE TICKET BARGAIN.

100 Only—

LADIES' FANCY FELT PULL-ON HATS, VERY LIGHT QUITE A NOVELTY

BLUE
TICKET
PRICE

\$2.50 each.

WHITEWAY, LAIDLAW & CO., LTD.

THE STORE FOR VALUE.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 168, 174, 191,
194, 208, 210, 216, 226, 248

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates, five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

WANTED.

WANTED.—4/5 roomed house or flat. Must have modern sanitation. Mid-level preferred, but other convenient site considered. Box No. 256, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st June, furnished flat at Mount Kellet, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two am 'I' offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Five roomed House No. 49, Granville Road, Kowloon, with flush and sanitary conveniences. Apply to Spanish Dominican Procuration, Phone No. C.721.

TO LET.—European FLATS, 29A and 29B, Kennedy Road, 4 rooms, 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 164, Praya East.

TO LET.—EUROPEAN FLATS with modern conveniences at Cameron Road and Chatham Road, Kowloon. Please apply Compradore Department, H.M.H. Namazee, Prince's Buildings.

TO LET.—Shipping Offices in Connaught Road, Central, No. 18, first floor; Nos. 15 & 16, second floor; Nos. 15, 16, 18 and 19, third floor. Please. Apply to S. K. Trust Ltd., 23, Connaught Road, Central.

TO LET.—Bright and airy OFFICES single rooms or suites 3rd Floor Prince's Buildings. Cheap rental. Immediate occupation. Apply to The Union Trading Co., Ltd., York Building.



IT'S QUALITY THAT COUNTS

NEW ADVERTISEMENTS.

NOTICE.

It is hereby notified that on and after 25th August, 1927, my interest in, and connection with the Kwong Lee Store, of 5, Queen Victoria Street, Hongkong, will terminate. I shall open a new business situated at No. 69B, Des Voeux Road, Central, (Steven's Building).

(Signed) K. K. LEE.

Hongkong, August 20th, 1927.

HONGKONG WOMEN'S GUILD & MINISTERING CHILDREN'S LEAGUE.

"FUN O' THE FAIR."

In connection with the FAIR at Arts & Crafts Competition will be held, for which prizes of the value of \$10.00, \$5.00, and \$2.50 will be given.

Any handmade article of any kind may be entered provided that it is the bona-fide handiwork of the competitor and that the materials used, which may be of any kind, do not cost more than 50 cents.

Entries to be sent on or before 15th September to Miss F. C. Woo.

St. Paul's Girls School, Macdonnell Road, and must be accompanied by a detailed statement of the materials used and their cost.

Entries will be judged by Mrs. J. Pearson and Mrs. R. H. Kotowall. The articles will be sold at the "FUN O' THE FAIR" on October

HONGKONG FOOTBALL ASSOCIATION.

Applications for affiliation to the above Association must reach the undersigned by the 31st accompanied by the necessary fee of Two Dollars. Newly affiliating Clubs One Dollar entrance fee extra.

W. E. HOLLANDS.

Hon. Secretary.

P. O. Box 233.

HONGKONG F. ASSOCIATION.

REFEREES AFFILIATION.

Applications from qualified Referees for Affiliation to the above Association must reach the undersigned by the 31st accompanied by the annual subscription of One Dollar.

W. E. HOLLANDS.

Hon. Secretary.

P. O. Box 233.

HONGKONG FOOTBALL LEAGUE.

Applications for admission to the above League must reach the undersigned on or before the 31st August, accompanied by the entrance fee of Twenty Dollars. No Club can be admitted to the Hongkong Football Association.

W. E. HOLLANDS.

Hon. Secretary.

P. O. Box 233.

FOR SALE.

FOR SALE.—Morris Cowley 4 seater perfect condition done under 7,000 miles. Price \$1,300. Owner requires larger car. Apply Box No. 257, care of "Hongkong Telegraph."

FOR SALE.—RADIO SUPPLIES, British and American radio goods in stock. Sets constructed and repaired. Inspection invited at The Union Store, No. 37, Des Voeux Road Central.

FOR SALE.—One Coupled CORLISS Engine, diam of Cylinder 16", Stroke 36", 80 R.P.M., each engine 100 I.H.P., with 12" diam fly-wheel x 25" face. Hongkong Rope Manufacturing Co., Ltd.

FOR SALE.—TRICHINOPOLY CIGARS (Habana-Sumatra Tobacco) from this shipment will dispose lots 100 or more wholesale prices. For quantities over 500 special dealers' 20% dis. given. Buckingham 250's \$45, 50's \$11. Romeo & Juliet \$40 and \$37.50. La Dollar \$33, and 7.55. Flor de Haima \$30.50 and \$27.50. No shop expenses. Free of Duty delivered to your own door after receipt cash with order. WORTH TRYING. Montgomery, Orlerton & Co., P. O. Box No. 484, Tel. C.4390.

THE HONGKONG & KOWLOON TAXICAB CO., LTD.

IN LIQUIDATION.

FOR SALE.

- 1 Buick 7 Seater Saloon.
- 1 Buick 2 Seater Roadster.
- 1 Garner 26 Passenger Bus.
- 6 Oakland 5 Seaters.
- 1 Oldsmobile 7 Seater.
- 1 Hudson 7 Seater Saloon.
- 1 Buick, 1 Studebaker and 1 Chandler in uncomplete state.

Quantity of Spare Parts for Buick, Cadillac, Oakland and Citroen cars and G.M.C. & Garner Trucks.

Quantity of Machinery comprising: Lathes, Drilling Machines, Electric Light Plant, Battery Charging Plant, Electric Air Pump, etc.

Quantity of Office Furniture and Equipment.

Further particulars given and inspection arranged on application to undersigned.

A. RITCHIE,

c/o Liquidator,

Low, Bingham & Matthews,

3, Queen's Road Central.

IN THE MATTER OF THE COMPANIES ORDINANCES

1911-25.

AND

IN THE MATTER OF TROLLOPE & COLLS (FAIR EAST) LTD.

(In Voluntary Liquidation.)

NOTICE is hereby given in pursuance of Section 138 of the Companies Ordinance 1911 that a General Meeting of the Members of the above-named Company will be held at the office of the Liquidator, Chartered Bank Building, Victoria, Hongkong, on Saturday, the 24th day of September, 1927, at 12 noon for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator and also of determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company and of the Liquidator thereof, shall be disposed of.

JOHN FLEMING, C.A.,

Liquidator.

Dated this Eighteenth day of August, 1927.

IN THE SUPREME COURT OF HONGKONG.

COMPANIES WINDING UP NO. 3 OF 1926.

In The Matter Of The Companies Ordinances 1911-1925.

and In The Matter Of The RUSSO-ASIATIC BANK.

NOTICE OF FIRST AND FINAL DIVIDEND TO CREDITORS.

NOTICE IS HEREBY GIVEN that a first and final dividend of One hundred per centum has been declared, in this matter, and that same may be received at my Office, on Tuesday, the 23rd day of August, 1927, or on any subsequent week day (excepting Saturdays) between the hours of 10 a.m. and 4 p.m.

Upon applying for payment, the notice already sent to creditors must be produced to the undersigned.

JOHN FLEMING, C.A.,

c/o Low, Bingham & Matthews, 3, Queen's Road Central, Chartered Bank Building, Dated 15th August, 1927.

"APPETISERS"

At this time of year, when everybody feels more or less jaded and out-of-sorts, there is a tendency to stimulate the enfeebled appetite by means of cock-tails, "aperitifs" and unaccustomed foods. The result is that the judicious use of a laxative at intervals is more essential than ever, so that the digestive tract may be cleansed and kept in good working order. Pinkettes are superlatively good for this purpose. Not only do these dainty little laxatives ensure daily intestinal regularity, but they aid the appetite and digestion, dispel bilious attacks and sick headaches, keep the liver active and the system cool and clean.

Chemists everywhere sell Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kiangsee Road, Shanghai.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

BY ORDER OF THE OWNER.

Public Auction of the under-mentioned Valuable Properties Situate in the New Territories in the Colony of Hongkong.

New Kowloon Inland Lot No. 53 on which is situated the Tai Wan Glass Factory.

This Lot is situate at Kowloon Bay.

A Fish Pond situate at New Kowloon Inland Lot No. 8 in the New Territories.

Lot Nos. 5908 and 5918 in Survey District 1 in the New Territories (Agricultural Lots).

to be sold by

PUBLIC AUCTION.

on THURSDAY,

the 15th September, 1927, at 3 o'clock p.m. in Four Lots.

Messrs. LAMMERT BROS., Auctioneers,

at their Sales Room, No. 8, Duddell Street, Hongkong.

For further particulars and conditions of sale apply to:—

Messrs. HASTINGS, DENNYS

and BOWLEY,

Vendor's Solicitors,

8, Des Voeux Road Central.

or to

Messrs. LAMMERT BROS.,

The Auctioneers,

No. 8, Duddell Street.

Hongkong, 19th August, 1927.

CHINA AUCTION ROOMS.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

CHURCH NOTICES.

Tenth Sunday After Trinity.

BAND AT ST. JOHN'S.

St. John's Cathedral, Hongkong, August 12, 1927. 10th Sunday After Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: Rev E.W.L. Martin. Holy Communion, 12 noon. Evensong, 6 p.m. By kind permission of Lt. Col. R. G. Clarke, C.M.G., D.S.O. and the Officers, the Band of the 1st Battalion the Queen's Royal Regiment (Conducted by Band Sgt. E. Manley) will play at the Evening Service. There will be a Social Gathering After Evensong. Music and Light Refreshments. Wednesday 24th St. Bartholomew A.M. Holy Communion, 7.45 a.m. Thurs. 7.45 a.m. Holy Communion.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Mind." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital). Sunday, August 21st, 1927. Morning Service, 10.15. Subject: "Christ and the children." Evening Service, 6.00. Subject: "Drifting." Preacher at both services Rev. J.C. Knight Anstey. Services on Sunday, August 28th, 1927, to be taken by Rev. John Foster, B.A. Soldiers' and Sailors' Home, Arsenal Street. 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Chaplain's Hour.

THE EMPIRE CANCER CAMPAIGN.

DUKE OF YORK'S HOPE.

The annual general meeting of the British Empire Cancer Campaign was held at the House of Lords recently, the Lord Chancellor presiding. The following letter from the Duke of York was read:—

As president of the British Empire Cancer Campaign I am delighted to see from the annual report to be submitted at the annual general meeting that the work has been steadily moving forward towards its goal—the discovery of the cause and cure of cancer—and the report bears evidence of strenuous efforts in all branches of cancer research. It is a great satisfaction to know that, owing to the admirable way in which the campaign is organized, generous support is given to cancer research institutions and to independent workers. I am glad, too, that the work being carried out includes important research into the cure of cancer as well as into the cause; and it is my earnest and heartfelt hope that advancement may be rapid and that discoveries helping the solution of the problem may be made in the near future.

The very successful appeal for the establishment of a cancer research centre in connexion with the University of Sydney, New South Wales, resulted in a magnificent support of nearly £150,000, and I am pleased to know that an application is before the Grand Council for affiliation from this new Research Centre of our great Dominions, and that a further link may be forged by the inclusion of their representatives on the Grand Council of the British Empire Cancer Campaign.

Another happy association is the appointment of your former organizing adviser, Lieutenant-General Sir John Goodwin, to the Governorship of Queensland. I regret that it was not possible for me to meet him during my visit to Australia, but I know his enthusiasm for the cause of cancer research will awaken much sympathy and help in that country. I am interested to learn that during my absence overseas the National Cancer Campaign (Ireland), which consists of associated representatives from the North and South of Ireland, has been granted affiliation by the Grand Council.

If success attends our great effort, as we are determined it shall attend it, we shall owe much to the untiring devotion of the laboratory workers, together with our physicians and surgeons, the lay members of our committees, and the generous supporting public. I would also like to express my cordial thanks to the Press for all the help they have rendered to this cause. It will give me great pleasure to remain the president of this great humanitarian movement.

Lord Cave, moving a vote of thanks to the president, said he was sure the Duke of York was right in saying that the work was steadily moving forward to its goal. A great army of workers throughout the Empire was being formed and they greatly appreciated the active interest of their president.

Sir John Bland-Sutton seconded the motion, which was carried.

On the motion of Mr. J. P. Lockhart-Mummery, the request for affiliation received from the University of Sydney Cancer Research Committee was accepted to and it was agreed to accept the nomination of a representative of that committee to serve on the council.

HONGKONG TIDE TABLE.

From 22nd to 28th August 1927.

Date	Time	High Water.		Low Water.	
		H.K. Standard Time	Local Time	H.K. Standard Time	Local Time
Mon.	22	6.51	6.3	10.51	1.2
Tues.	23	7.35	6.3	10.51	4.0
Wed.	24	8.11	6.3	10.51	1.5
Thurs.	25	8.51	6.3	10.51	4.0
Friday	26	9.32	6.3	10.51	1.5
Satur.	27	10.15	6.3	10.51	4.0
Sun.	28	10.59	6.3	10.51	1.5

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.

42, Wellington Street. Tel. C.669 and 8237.

POST OFFICE NOTICE

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Szechwan will now be accepted for transmission at sender's risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

RADIO NOTICES.

It is notified for information that a new shortwave commercial wireless service was opened on July 23rd between Hongkong and the Philippines for the exchange of ordinary, deferred and press telegrams.

Rates to Manila 30 cents per word ordinary, 15 cents per word deferred and press.

To Luzon Islands (Except Manila) and Corregidor Island 43 cents per word ordinary.

All other islands 70% cost per word ordinary.

Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, provinces of Yunnan, Canton, Swatow, Kongsun, Macau, Kwongchow, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

INWARD MAILS.

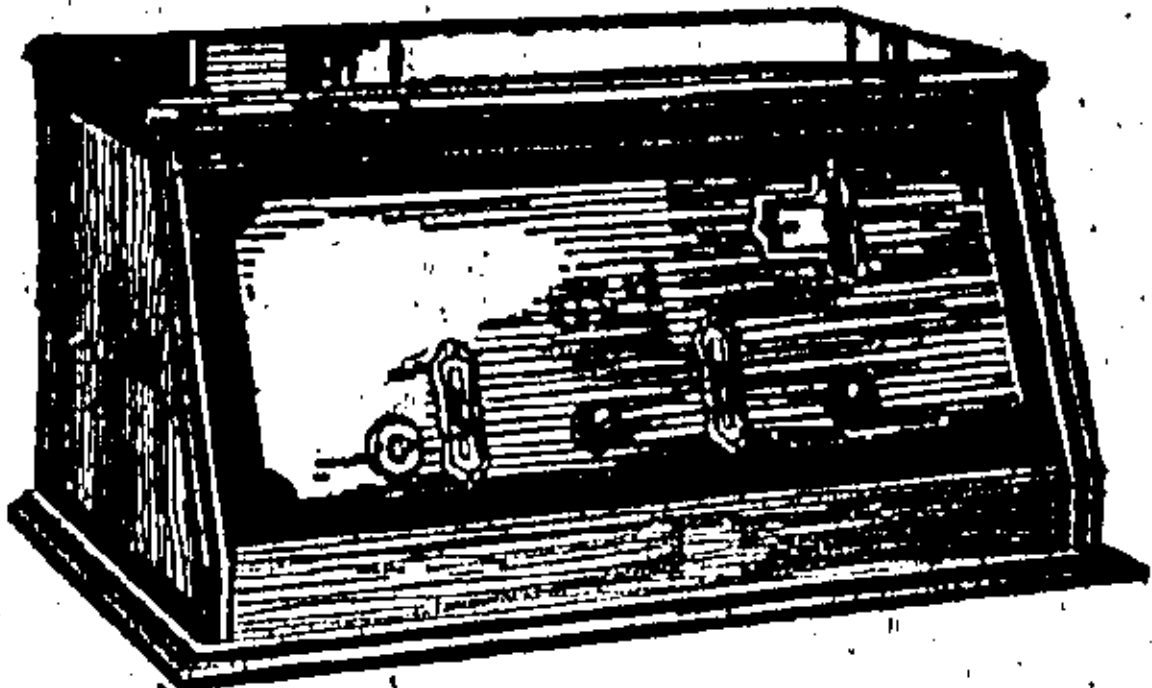
From	Per	Date
Batavia	Tjikembang	August 20.
U.S.A., Canada, Japan and Shanghai	Pres. McKinley	August 21.
Shanghai and Europe via Siberia	Atreus	August 21.
Straits	Namsang	August 22.
Manila	Empress of Russia	August 22.
Straits	Atsuta Maru	August 22.
Manila	Pres. Taft	August 22.
Japan	Mishima Maru	August 22.
Japan and Shanghai	Haruna Maru	August 23.
Canada, U.S.A., Japan and Shanghai	Emp. of Asia	August 23.

OUTWARD MAILS.

For	Per	Date
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles.	Rawalpindi	Sat., Aug 20, K.P.O.
	G.P.O.	
	Parcels 3 p.m.	Reg. 3 p.m.
	Reg. 4.15 p.m.	Letters 4.30 p.m.
	Letters 6 p.m.	(Due Marseilles 17th Sept.)
Haiphong	Tonkin	Sat., Aug. 20, 8.30 p.m.
Swatow and Wuchow	Taihuang	Sat., Aug. 20, 4.30 p.m.
Swatow, Amoy and Formosa	Kotsu Maru	Sun., Aug. 21, 9 a.m.
Java via Soerabaya	Tjisarae	Sun., Aug. 21st, 9 a.m.
Shanghai, Japan, Honolulu, *U.S.A., *Canada, *C. and *S. America and *Europe via San Francisco and Europe via Siberia	Tenyo Maru	Mon., Aug. 22, Registration .9.45 a.m. Letters .10.30 a.m. (Due San Francisco 18th September.)
Swatow	Hydrangea	Mon., Aug. 22, 2.30 p.m.
Saigon	Hua Ming	Mon., Aug. 22, 4.30 p.m.
Manila	Pres. McKinley	Mon., Aug. 22, 4.30 p.m.
Amoy	Nam Sang	Mon., Aug. 22, 5 p.m.
Saigon and South Africa	Montevideo Maru	Tues., Aug. 23, 9.30 a.m.
Shanghai	Atsuta Maru	Tues., Aug. 23, 10.30 a.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Aug. 23, Noon.
Shanghai, *Japan, *Canada, *U.S.A., *C. & *S. America and *Europe via Victoria, B.C.	Pres. Taft	Tues., Aug. 23, Parcels .3 p.m. Registration .4.15 p.m. Letters .5 p.m. (Due Victoria, B.C. 12th Sept.)
Swatow	Hangsang	Wed., Aug. 24, 8.30 a.m.
Manila, Australia and New Zealand via Thursday Island	Mishima Maru	Wed., Aug. 24, Registration .8.45 a.m. Letters .9.30 a.m. (Due Thursday Island 5th September.)
Shanghai, Japan, Canada, U.S.A., C. and S. America and *Europe via Vancouver, B.C. and Europe via Siberia	Emp. of Russia	Wed., Aug. 24, Parcels .23rd 5 p.m. Registration .9.15 a.m. Letters .10 a.m. (Due Vancouver, B.C. 11th Sept.)
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Antenor	Wed., Aug. 24, K.P.O. Registration .9 a.m. Letters .10 a.m. G.P.O. Registration .9.45 a.m. Letters .10.30 a.m. (Due Marseilles 21st September.)
Straits and Calcutta	Fook Sang	Wed., Aug. 24, Parcels .1 p.m. Letters .1 noon
Swatow	Hai Ching	Thurs., Aug. 25, noon
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Haruna Maru	Fri., Aug. 26, K.P.O. Registration .1 p.m. Letters .3 p.m. G.P.O. Registration .2.45 p.m. Letters .3.30 p.m. (Due Marseilles, 25th September.)
Sandakan	Mausang	Sat., Aug. 27, 1.30 p.m.
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Chenonceaux	Tues., Aug. 30, Registration .1.45 p.m. Letters .2.30 p.m. (Due Marseilles 30th September.)
Manila	Emp. of Asia Tucs	Aug. 30, 3.30 p.m.
	*Correspondence bearing vessel's name only.	

CROSLEY RADIOS

BETTER • COST LESS



We have just received a large shipment of Crosley sets and various reputable brands of radio parts, all representing the latest models popularly used in the radio world. Here you can find almost everything for listeners-in at prices defying competition.

Inspection Cordially Invited.

HTE SINCERE CO., LTD.
"THE HONGKONG EMPORIUM."

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bolinder's Crude Oil Engines Marine,
Stationary and Lighting.
"WYANDOTTE" Boiler Cleaner and Cleanser.
King's Building, Top Floor.

Telephone Central 442, 2 Telegraphic Address "FARSEEING"

For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheycla"

Oil Varnish Stains

IN
Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS:—

S. C. LAY & CO.

Alexandra Building. Telephone C. 763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

KEMAL PASHA'S RETURN.

MEMORABLE WELCOME TO
CONSTANTINOPLE.

Constantinople: It is eight years since Kemal Pasha left Constantinople to organize the national resistance in Anatolia; he has just returned here for the first time since.

In the speech which he delivered to the deputation which met him, he spoke of the special place held by Constantinople in his and every Turkish heart. He declared his intention of persevering in the work of reform, which still required great efforts. He coined a phrase which struck the hearers' imaginations: "This is no longer the palace of the 'Shadow of God'; it is the palace of the nation, which is not a shadow but a reality."

In the huge audience hall, growing dim as evening fell, perhaps seven hundred people were present; yet they filled scarcely an eighth of the vast floor space. Accompanied by his staff and the President of the National Assembly, Kemal Pasha, who had been resting after his journey, entered suddenly by a side door and made his way to one end of the hall. A gilt throne stood there, and he remained standing in front of this throughout the proceedings.

Still under fifty, he is a man of slightly more than middle height. He has a broad but well-knit frame, showing no trace of stoutness, and moving with dignity and firmness. His skin and hair are fair. He has shaved his moustache, his eyes are sunken, his cheeks prominent but thin. His mouth and chin have iron resolution, his forehead a singular thoughtfulness. He possesses a very beautiful and well-managed voice, and pronounces his language as well as he chooses and forms his sentences. His gestures are few, but, like his whole presence, have extraordinary force and masterfulness.

Impressive Greeting.

The greeting which Kemal Pasha received on his arrival was most impressive. Coming by train from Angora, he embarked on the presidential yacht *Ertoghrul* at Ismid and steamed to Constantinople escorted by a cruiser, two destroyers, and three torpedo-boats. From early in the morning steamers were setting out to meet the yacht off Prinkipo, and by the time of her arrival there some thirty to thirty-five steamers, with probably ten thousand people on board, were awaiting her.

The city is smothered in flags and has been illuminated for three nights. Elaborate and tasteful triumphal arches of wood have been set up in the principal streets; decked by day with evergreens, they are brilliantly illuminated by night. Houses and buildings are lit up; the balconies of minarets are circled with lamps, and inscriptions of welcome are traced on the sky by means of lamps strung on ropes (mahicks) from minaret to minaret.

The night of the arrival, the Bosphorus at Dolma Baghcheh presented a marvellous sight. It was crammed with every sort of craft from a cruiser to a rowing boat, lit up (decks, masts, and spars) with little lamps, searchlights, playing, rockets leaping, the darkness of the Asiatic shore across the narrow strait broken by brilliant illuminations. The following night there was an enormous torchlight procession that took more than an hour to file past. Great credit is due to the civic authorities; everything went off without a hitch or a single accident.

Since his arrival Kemal Pasha, who will remain for some time, has driven about the streets, but fulfilled no official engagement.

NAPOLEON RELICS.

VALUABLE GIFT TO CITY OF ROME.

Rome: The Governor of Rome has taken over the collection of works of art and Napoleonic relics left to the city by Count Giuseppe Napoleon Primoli. The collection, which will be accessible to the public, will remain on the ground floor of the Primoli Palace on the banks of the Tiber.

Count Primoli, who was related to the Bonaparte family, spent much time and trouble in acquiring objects and relics connected with the first and second Empire, and the collection is now claimed to be among the most remarkable in Europe. It includes an important collection of documents relating to the mother of Napoleon I., to the Princess Matilda, and the Empress Eugenie. Among the pictures are several canvases by David and Winterhalter, and an interesting sketch, for the fresco of France and Italy crowning the victor of Magenta and Solferino which adorned the Tuilleries.

MUSSOLINI AND THE LANDLORDS.

NEW DECREE PARALYSES
BUILDING TRADE.

Rome: The landlords of Italy have not accepted the decree depriving them of their rights to let their premises at their own price, and placing the settlement of rents within certain limits, in the hands of the magistrates, without considerable passive resistance.

Official circulars and the Fascist Press have warned property-holders day by day that their obstructionism would avail them nothing, and that the Fascist laws are made to be obeyed. Two particularly obstinate landlords in Turin have even been sent for two years to the confine, or convict islands, where they will, in all probability, learn what it is to pay an exorbitant price for inadequate accommodation.

Over 5,000 appeals for a reduction of rent have been received from tenants by the magistrates in Milan alone, and the vast majority of these have been granted. Indeed, it is stated that landlords have practically abandoned fighting the cases, as they are convinced that it is useless.

An indirect effect of the decree on rents has been to immobilise much of the building trade, and many half-built apartment houses have been abandoned until the proprietors have satisfied themselves that they will be able, on completion, to ask rents which will pay them a reasonable interest on their capital.



**OXYGEN
ACETYLENE DISSD.
AMMONIA, AIR
NITROGEN
CARBIDE**

**THE FAR EAST OXYGEN
& ACETYLENE Co., Ltd.**

OFFICE:—20 Des Voeux Road.

Tel. C. 2344.

WORKS:—To Kwa-Wan

Tel. K. 789.

M. J. E. GUILLOT, Manager.

HONG KONG WOMEN'S GUILD AND MINISTERING CHILDREN'S LEAGUE.

"Fun o' The Fair"

WILL BE HELD AT

LEE GARDENS,

on SATURDAY, OCTOBER 1st.

To be opened by LADY CLEMENTI, M.B.E. and under the distinguished patronage of

HIS EXCELLENCY, SIR CECIL CLEMENTI, K.C.M.G.

The Film Danger

To which authoritative dental opinion
ascribes many tooth and gum disorders,
should be combated daily this new way

Send coupon for 10-day tube

effective film-removing method. Ordinary brushing was found ineffective. Now two effective combatants have been found, approved by high dental authority and embodied in a tooth paste called Pepsodent.

Curdles and removes film—
Firms the Gums

Pepsodent acts first to curdle the film. Then it thoroughly removes the film in gentle safety to enamel.

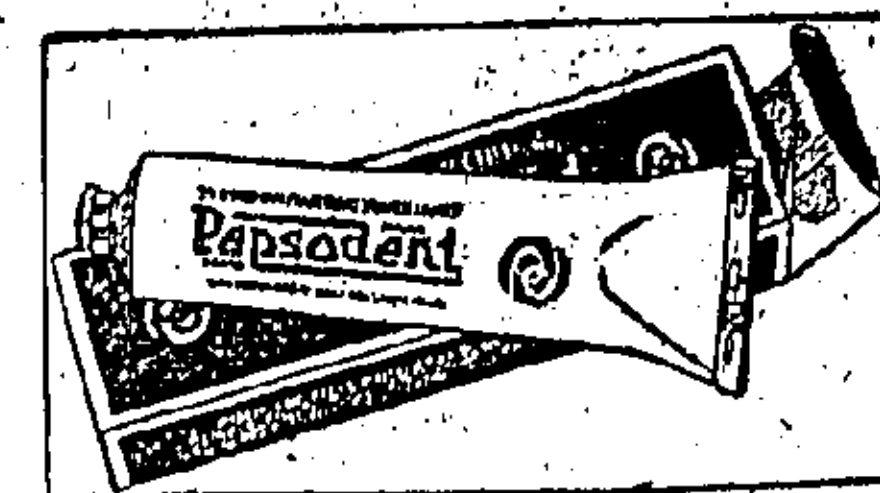
At the same time, it acts to firm the gums—Pepsodent provides, for this purpose, the most recent dental findings in gum protection science knows today. Pepsodent also multiplies the alkalinity of the saliva. And thus aids in neutralizing mouth acids as they form.

It multiplies the starch digestant of the saliva. Thus combats starch deposits which might otherwise ferment and form acids.

No other method known to present-day science embodies protective agents like those in Pepsodent.

Please accept test tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

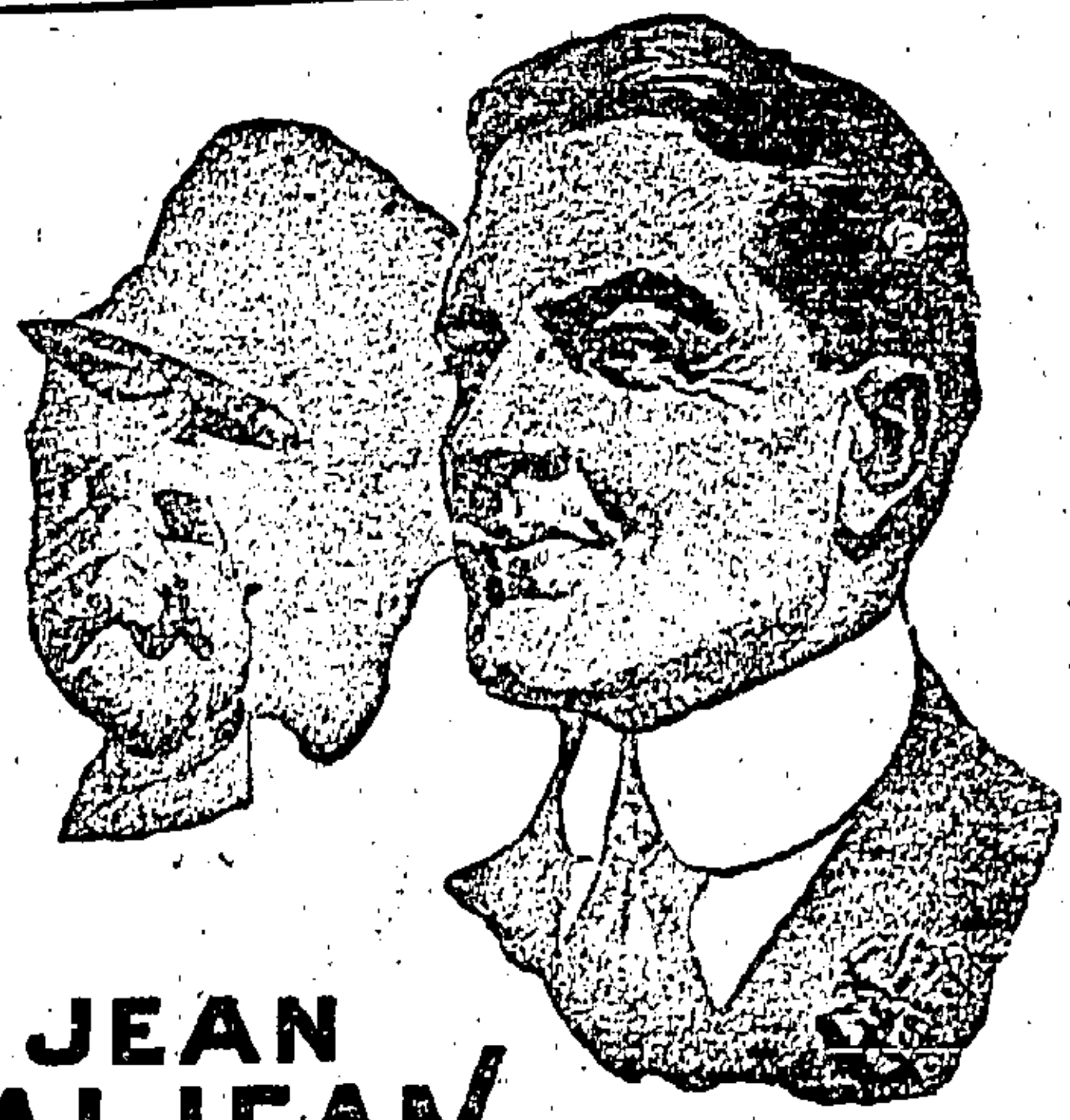
W. S. SHERLY & CO.,
Dept. CHZ-18, 6 Queens Rd. Central, Hongkong.
I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____

Address _____

City _____

Give full address. Write plainly. Only one tube to a family.



**JEAN
VALJEAN**
"Truly a Cigar"

TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

40 Years of Progress

Synopsis of 1926 Report

New Insurance written - G\$ 70,630,396.
Insurance in Force - 361,166,647.
Assets - 67,643,709.
Dividends to be paid
Policyholders in 1927 1,638,081.

SALIENT FEATURES

Record Volume of New Business.
Banner Gain in Insurance in Force.
Largest Payments to Policyholders and Beneficiaries.
Increased Dividends to Policyholders.
Favorable Mortality.

Write for Copy of Annual Report
Established 1887.

THE MANUFACTURERS LIFE INSURANCE COMPANY

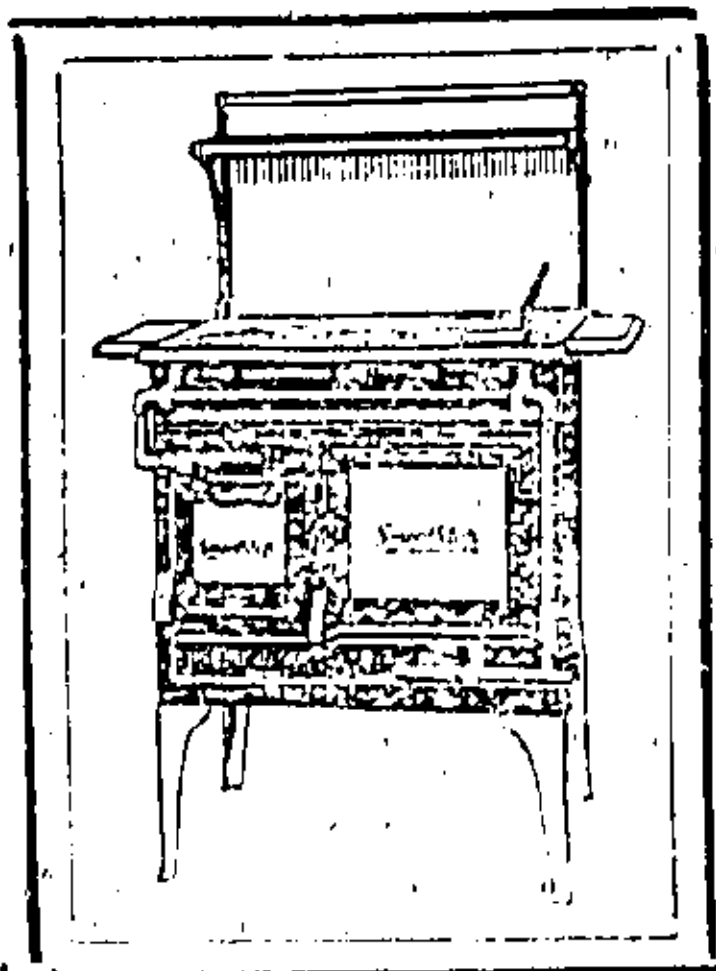
HEAD OFFICE: TORONTO, CANADA
ARNHOLD & CO., LTD.

AGENTS,

French Bank Building, HONGKONG. Tel. Co. 1500.

FOR PERFECT COOKING

Your Require One of
THE
SMOOTHTOP
GAS STOVES



DEMONSTRATIONS
AT OUR SHOWROOMS
16, DES VOEUX ROAD C.
OR
AT WEST POINT

HONGKONG & CHINA GAS Co., Ltd.

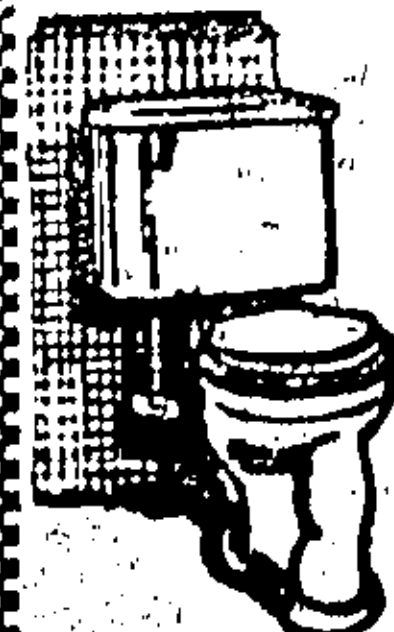


The
FINEST
and
PUREST
MANILA
Cigars

Sold by
YOURS TRULY

GUARANTEED by the originator
C. INGENOHL

Tobacco Store
Des Voeux Road C.
(Tel. C. 1856)



FOR SANITARY, FITTINGS
AND BUILDERS' MATERIALS
Inspect our Stocks.

Estimates Free for Sanitary
Engineering and Building Materials

GAY KEE

69, Des Voeux Road, Central. Tel. C. 5503.

THE CHINA FASHION WAR.

OFFENDERS IN SILK STOCKINGS.

Women's fashions have become an important issue in the up-side-down Chinese revolution. Civil war has bred short skirts and bobbed hair. The new Mussolini of North China, Chang Tso-lin (the Peking dictator) regards them as symbols of Bolshevism and has relegated them—on paper—to the scrap-heap of obsolete feminine modes.

He sent for his new Primo Minister, who rejoices in the happy name of Pan-fu, and ordered him to see that skirts were made longer. Somewhat doubtfully Mr. Pan-fu called in the superintendent of police—since the army could not be depended upon in such a delicate matter—and performed the ceremony so frequently used in shifting responsibility known as "passing the buck."

There being no other official to whom the superintendent of police could hand on this mythical symbol of evasion, he gloomily evolved a list of regulations for rebellious womankind.

They were warned by this police edict that the parading of "queer clothes" was first introduced by females of evil reputation. Dresses that revealed the arms above the elbow and the legs above the ankle were stigmatised as "unbody vestments." Silk stockings, by reason of their thinness, were equally barred unless covered by a skirt.

Offenders were told that no excuse would be accepted for violation of these rules of dress. First offenders would be fined, and if they persisted in their immoral ways they would be sent to prison.

The result, as might be expected, is nil. There are just as many shapely Chinese female legs—and others not so shapely—to be seen in the resorts favoured by semi-Europeanised members of the upper social circles.

Policemen who were informed of the new crusade, ostentatiously look the other way. Uncovered legs and elbows travel with impunity in the express trains between Peking and Tientsin and Mukden. The owners smoke cigarettes, and use powder puffs in public, and otherwise assert their full and free independence—Sir Percival Phillips in the *Daily Mail*.

WITNESSES WHO ARE PRIVILEGED.

MEDICAL MEN AND OTHERS.

Once again, this time by Mr. Justice McCardie, at Birmingham Assizes, the legal obligation of the medical witness to divulge professional information of a confidential character has been insisted upon, writes Barrister-at-Law in a London paper.

The medical profession has always contested this point; but in law a doctor stands in exactly the same position as the layman when he enters the witness-box.

The position of the clerical witness with regard to confessions is not so clear. Sir James Stephen takes the view that clergymen and priests have no privilege. One or two lesser authorities hold the other view. But the matter has never yet been decided by a court of law.

When Constance Kent, many years after her acquittal, confessed to Father Wagner, of Brighton, the murder of her little brother, the truth was revealed by that penitent. Had Father Wagner been called upon to reveal the secrets of his confessional in the witness-box he would undoubtedly have refused, and we should have had the matter decided definitely one way or the other.

Certain persons, however, are privileged as witnesses. Thus a solicitor is not only privileged as to all communications made to him by his client, but is definitely forbidden to divulge anything without his client's consent. This privilege has no time limit.

From it naturally flows the right of a witness to refuse to disclose what has passed between himself and his legal adviser. There is an important exception to this rule, however. It does not protect the criminal or criminally minded.

Trustees and mortgagees are also privileged in certain cases to refuse the production of documents in their possession. Bankers are privileged so far as their books are concerned where they are not party to the proceedings and are called merely as witnesses. But a judge may order copies of entries in a banker's books to be made for the purpose of evidence.

No husband can be compelled to disclose any communication made to him by his wife since their marriage, and vice versa. And no witness need answer any question if the answer would, in the opinion of the judge, expose the witness to a criminal charge.

"SELLING THEIR SOUL FOR GAIN."

TRAFFICKING IN INSURANCE POLICIES.

I appeal for thorough going Trade Unionism on industrial lines in our own ranks, exclaimed Mr. W. T. Brown, in his presidential address last month to the National Federation of Insurance Workers at its conference at Bristol.

Ours is a national business—national in all its departments. It is dealt with by the legislature, not as a business conducted by this company or that, but as a whole. The time is approaching when we may have to take some action with unions outside the Federation. We have in the past agreed to meet with them at the joint conference and on other bodies. It is almost like giving a non-union member the benefits of Trade Union membership.

Referring to the work of the industrial assurance commissioner Mr. Brown said:—I think we can take hold of the report and use it as proof of the argument we have often put forward—that notwithstanding allegations, made often in ignorance, the industrial assurance business is conducted as well, and in as clean a fashion, as any other business in the country.

There are bound to be some delinquents in every business. As Trade Unionists, we should, I think, deprecate strongly the trafficking in policy holders' interests in the matter of the agent of one office seeking to steal the business from a colleague representing another office. There would appear to be some difficulty in determining when, or how, such transactions come under the transfer clause of the 1923 Act. Evasions appear to be possible. But an individual who for his own benefit, seeks to persuade a client to allow the business with a fellow Trade Unionist to lapse in order that he may re-enter it, is transgressing the very spirit of Trade Unionism and brotherhood, and is selling his soul for gain. If we are upright and just with colleagues and with the public, we shall leave very little to be done by the commissioner.



Kills
insects
in the home

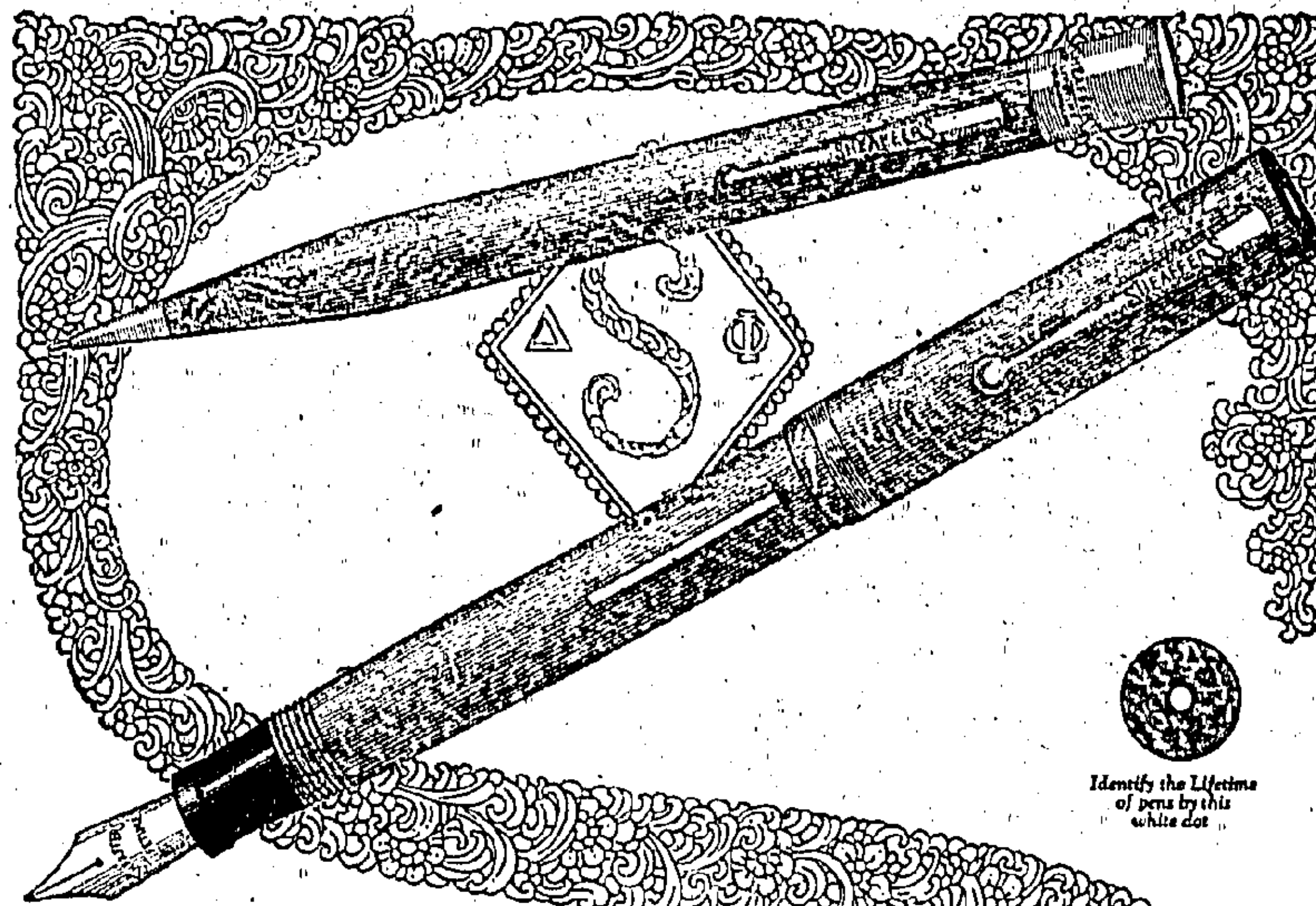
Also removes
disagreeable odors
...a clean smelling
deodorant and
insecticide

Sole Agents:—
CONNELL BROS. CO.
Bank of Canton Bldg.
Phone Central 758 & 146.

Obtainable at—
Colonial Dispensary, Queen's Dispensary,
Wing On Co., Ltd., Sun Co., Ltd. and
Bakilly Co.



IT'S QUALITY
THAT COUNTS



Join the great fraternity

of Lifetime writers

The student gives the fountain pen its hardest test. He must use it almost constantly—and severely. Therefore he is the biggest buyer of the Sheaffer Lifetime. It is the pen for strenuous and unflinching action. And since it is built of enduring and brilliant green Radite and guaranteed against all repair costs, it is always the pen of economy. Its first cost is its last cost.

Lifetime pens and pencils in green or black—at lower prices everywhere. Blue Label Leads in the handy tin box. Sheaffer's Strip—successor to ink makes all pens write better.

THE SUN COMPANY, LIMITED.
Distributors.

SHEAFFER'S
PENS - PENCILS - STRIP

W. A. SHEAFFER PEN CO., PORT MADISON, IOWA, U.S.A.

PICTURES AND PRINTS.

SIGNED AND UNSIGNED ETCHINGS
PHOTOGRAVURES
AUTOTYPES
WATER COLOUR DRAWINGS

Reproduction of well-known masterpiece by the

MEDICI ART SOCIETY

Oil Paintings Restored and Reframed.

Etchings and Prints sent on
Approval Free of Charge.

ARTS & CRAFTS

PRINT SELLERS

SHANGHAI.

METALS

of all kinds especially for ship-
building and engineering work.
Complete stock. Best Terms.
Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1860.

HING LUNG ST.

Phone Central 515.

"RICKSHAW" BRAND CEYLON TEA

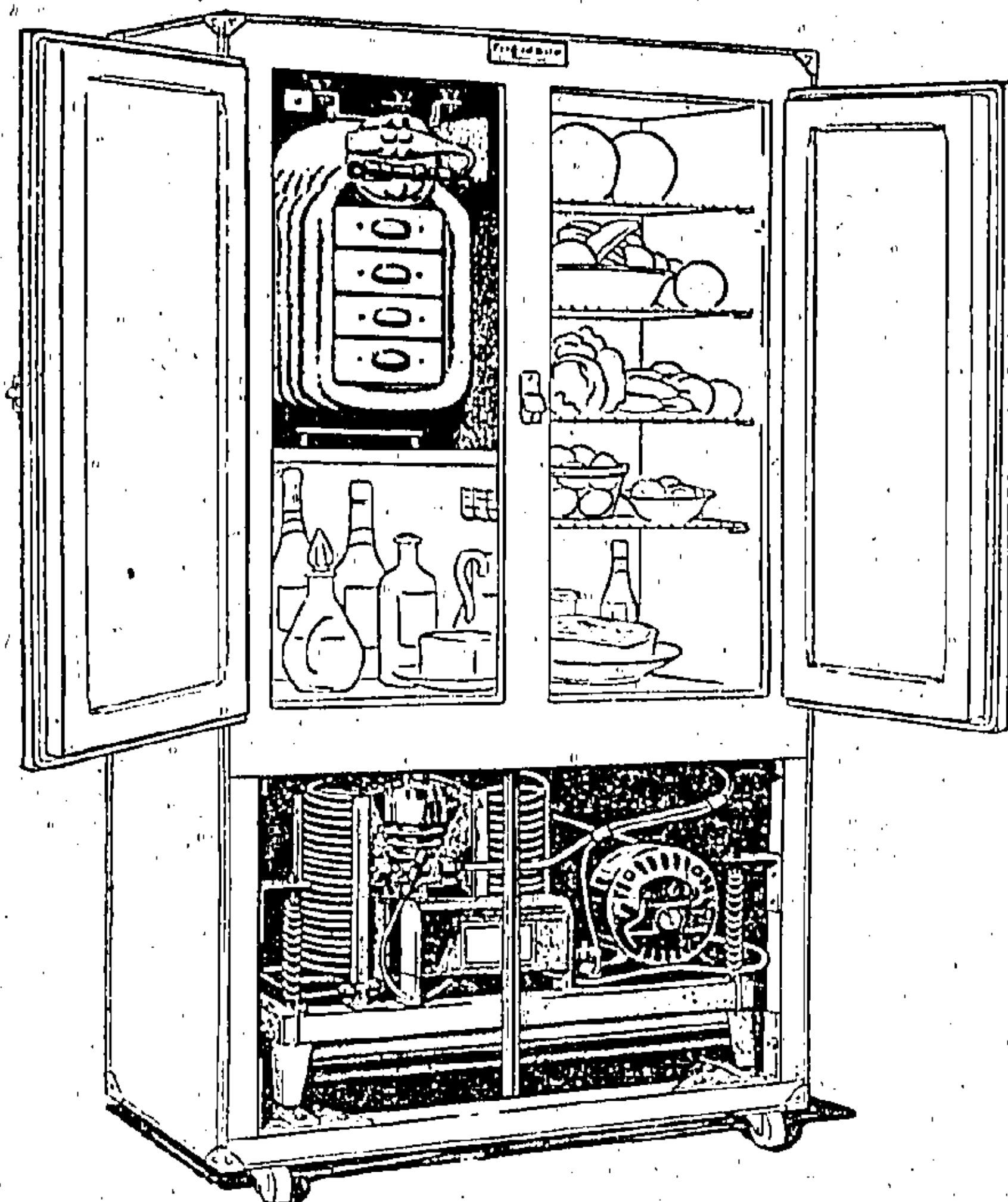
Cheapest and Best

From all leading Compradores.
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

Frigidaire

ELECTRIC REFRIGERATION



Electric
cold the
secret
of food
Perfection.

Sole Distributors for Hongkong & South China

THE UNION TRADING CO.

York Building.

Phone C 587.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116. { Wing Woo Street
TEL 25 Central

BIRD PROTECTION BILL.

WHY IT WAS DROPPED.

Every naturalist, even those that "killed Cock Robin," will be sorry that the Bill for the Protection of Wild Birds has been dropped, says a Home correspondent. It was a Bill to simplify the rather muddled and partial legislation that exists; and its principle—the dividing of birds into three categories—was on the whole a good generalisation. There are birds which need absolute protection; there are birds that need partial, local, and temporary protection; there are birds that can look after themselves. The Bill was framed on the advice of some of those who have most expertly and affectionately studied the subjects; and politics were not concerned.

All this was in the Bill's favour, but the opposition, which was strong, especially in north Britain, came from bird protectionists as well as from farmers. They held that while it would be of service to some rarer species, it would damage some of the commoner by definitely legalising their destruction in "unsporting" ways. Opposition from such a quarter made the Bill contentious, and contentious legislation on the subjects was never mediated.

The death of this simplifying Bill will throw back rather more responsibility on the county councils; and this is, in one respect at least, a good thing. The lists of birds, and the warnings against destruction of eggs, published as the approach of the close seasons in legal papers has done, and will do, a great deal of good. It creates local interest and is educative. It provides elementary school teachers with a good text. Birds may be a blessing in one place and a (modified) curse in another. Local authorities, if they will take the right local advice, are often the best authorities. Greenfinches may destroy an invaluable seed crop in Essex and do nothing but good in Gloucestershire.

Examples may be multiplied to any extent. The real truth is that "what's best administered is best." Existing legislation, though neither very logical nor clear, is sufficient, with the help of our many sanctuaries, to protect birds, if it is obeyed and if county councils are eager to adopt their privileges and are strict to those who disobey their notices, especially the snarlers, who work in many places without even a pretence of concealment. But it is to be hoped that the idea of a simplifying Bill will not be dropped. Common agreement could be realised if the larger natural history societies, from Scotland to Hampshire, were consulted.

BIRD OF PREY AS PET.

WOMAN'S KISSES FOR GIANT OF THE AIR.

A London business woman who is a regular visitor to the London Zoo has made an affectionate friend of Peter, a big powerful condor with a wing stretch of over 10 feet (writes the Press Association special zoological representative).

She nurses him on the tree stump in the middle of his cage, puts his head and bestows kisses upon her queer pet. Ordinarily Peter sits on a high perch in his open air cage and for all the moment he shows, might be a stuffed bird. Yesterday was one of his "At Home" days and when his friend arrived, Peter dropped from his perch, his black beady eyes glittering with delight, and solemnly walked forward to greet her.

Spreading his big wings, he hopped on to her shoulder and carefully folded one wing round her head. Next, he touched with his beak her ears, hair, and the seams of her clothes—his method of kissing. Then he tried to perch on her head, but that was not allowed.

OUR DAILY TALK ON HEALTH.

HIGH BLOOD PRESSURE RUNS IN FAMILY.

LESS WORK AND WORRY.

There seems to be no doubt that high blood pressure is frequently a prominent sign in members of the same family.

In families in which there is a strong element of this kind, Dr. James P. O'Hare says that parents should guide their children towards the less strenuous walks of life and advise them against excessive mental and physical exercise, excessive ambition and obesity. This disease, like others that seem to have an hereditary basis, might be eliminated if marriages were arranged according to physical conditions and not for emotional reasons.

Dr. O'Hare suggests that, in mild cases it is frequently just as well not to inform the patient of his high blood pressure since this may disturb him, but merely to suggest that he slow down the pace of his existence. It is well recognized that all of us today are living at a much faster rate than formerly. The level of the blood pressure at any time is the result of the conditions of the heart, the thickness of the blood, the degree of hardening of the arteries and the degree to which the veins may be dilated or constricted. The modification of any one of these factors will, of course, influence the blood pressure. Physicians arrange to modify them by modifying the routine of the patient's life so as to bring about a general change in the systematic conditions.

The person with high blood pressure should be instructed to cut down on the amount of his work and to reduce his responsibility and his cause for worry as much as possible. Dr. O'Hare suggests that such people adopt an easier attitude towards life. Such people should take frequent vacations, daily periods of relaxation with rest after each meal, and preferably a nap of one-half to one hour after lunch. Moderate exercise may be tried, but never taken to the point of fatigue. The intestines should be regulated so as to keep the system free of all poisonous substances and also avoid any undue strain associated with elimination.

The diet of the person with high blood pressure should be small in amount, and salts, fluids and proteins are to be somewhat restricted. The purpose of such a diet is to spare the circulation of the blood and to reduce the patient's weight somewhat.

High blood pressure must be considered as a symptom involving practically all of the human body. Its care will necessitate a study of the whole body and a general readjustment toward a form of life that will place the least possible burden on the weakened portions.

"Peter, you're a bad lad," said his woman friend. "If you do that, I shall go."

He looked crestfallen for a moment until one hand grasped his beak and head and the other affectionately patted his neck and ruffled the feathers on his breast. He also received several kisses which pleased him very much.

Later his friend carried him round the cage on her shoulder and Peter spread his wings in appreciation. On the tree stump in the cage, Peter was cuddled by his visitor and many other visitors to the Zoo were surprised to see such friendly traits in the character of a bird of prey. Peter's woman friend, who wore a special overall as a protection from his claws, stayed in the cage some time. When she left, he looked very sad and, after a moment's meditation, he hopped up to his perch and became as impassive and inscrutable as ever.

MALAYAN RUBBER SMUGGLING.

MANY CAPTURES.

Kuala Lumpur, Aug. 5. The preventive launchmen stationed off the west coast have had a very successful season recently and this week no less than twenty cases of captures have been reported to the local customs authorities.

At 6 p.m. on July 30, the commander of the Lalat proceeded from his launch to inspect parits between Singoram and Coris.

After a big search in the mangrove swamps and walking for about three and a half miles he discovered a nadir (large Malay prau) and two praus containing about 135.63 piculs of rubber.

The boats were manned by about 16 Malays, but the commander and the two members of his crew who accompanied him were so exhausted after their weary walk that they were unable to effect any arrests.

The boats could not be taken out till high tide and the commander and his men had to wait till midnight.

False Bottom Boats.

At 2 p.m. on July 25, the commanders of the Pikat and Salanting proceeded up the Muar river and after an exhaustive search which lasted till about 11 p.m. they came across 24 false bottomed boats, loaded with rubber, ready to proceed to sea.

The boats were manned by a mixed crowd who made a hurried departure at the approach of the two commanders.

One of the seamen remained on guard while the other proceeded back to Muar for the launches. When one of the launches eventually arrived the boats were towed into the river.

It was soon discovered that they were fastened with stout ropes to the opposite bank of the river, and in attempting to haul them down, one of the ropes came under the small boat in which the commander of the Pikat was operating sweeping him across the boat into the water.

A Swim for Life.

He was carried a considerable distance by the swift current, but succeeded in getting ashore minus his revolver and belt. The 24 boats were later found to contain no less than 253.13 piculs of rubber.

A telegram from the Pikat, dated July 30, reports the capture of one nadir containing five Malays and 17 piculs of rubber off the Johore coast.

The Kedidi at 5 a.m. on July 23 captured a Malay prau containing 7.50 piculs of rubber and five Malays.

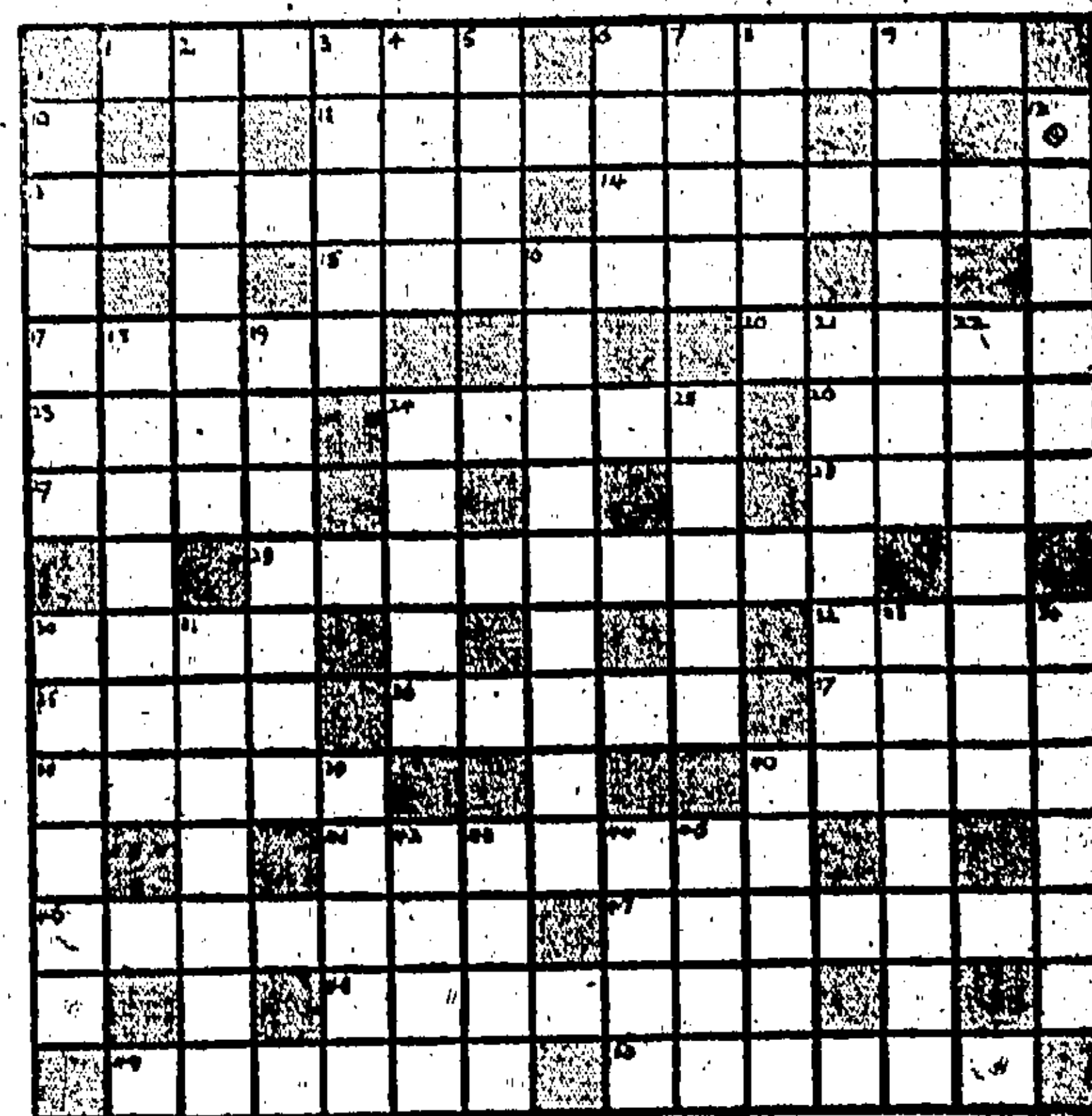
The men were charged in the Police Court, Batu Pahat, and fined \$3,000 or six months' rigorous imprisonment each.

At 9 a.m. the same day the same boat sighted another prau off Sarang Buaya. On approach of the launch the prau altered its course and made for the shore which she gained in a short time and the occupants made good their escape into the mangrove swamps. The prau was found to contain 9.80 piculs of rubber.

The Selanting on July 26, when on patrol off Muar, sighted a prau going out from one of the parits. On sighting the launch the prau turned back, but the commander chased and arrested it. It was found to contain 38.08 piculs rubber. The crew escaped.

The boat used by Stanley in the Congo during his search for Livingstone 50 years ago has just been brought from Africa to Ostend. The Ostend Municipality intends to place the boat on a bed of masonry, decorated with maritime symbols. On one face of the monument a medallion portrait of Stanley will be carved.

OUR CROSSWORD PUZZLE.



Across.

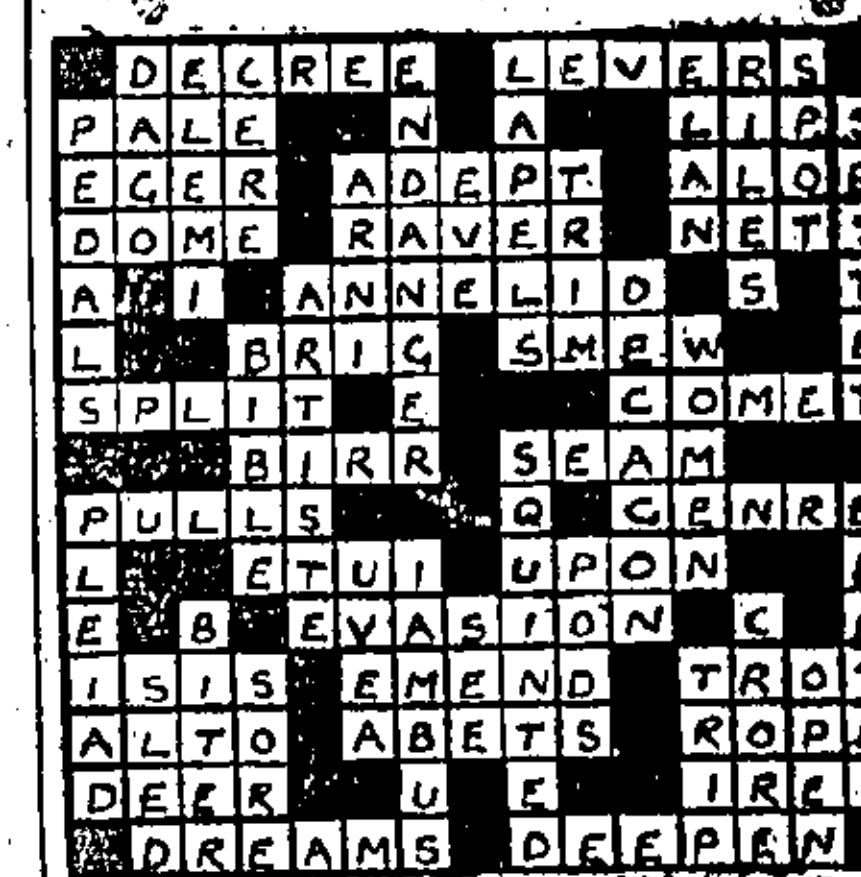
- 1 Emporium.
- 6 Bivalve mollusca.
- 11 Thin plate.
- 13 Native of an Eastern country.
- 14 Apparatus used in lemonade works.
- 15 Apart.
- 17 Stretch.
- 19 Great volume of water.
- 20 Solitary.
- 24 Branches.
- 26 Land measure.
- 27 Formerly.
- 28 Oceans.
- 29 Meddlers.
- 30 Fight between two.
- 32 Melody.
- 35 Talk wildly.
- 36 Horse.
- 37 Part of a car.
- 38 Warning.
- 40 Intended.
- 41 Act of running out.
- 42 Articles of food.
- 43 Reverberations of drums.
- 44 Betroth.
- 45 Crooks.
- 50 Party of six.

Down.

- 2 Journeys.
- 3 Argue for a claim.
- 4 Girl.
- 5 Australian bird.
- 6 Happy.
- 7 On the sheltered side.
- 8 Small fish (plur.).
- 9 Go back.
- 10 Dangerous insect.

- 12 Fire places.
- 16 Those that number.
- 18 Large whale.
- 19 One who annoys.
- 21 Entry.
- 22 Applied to certain languages including Persia.
- 24 Buddhist priests.
- 25 Exhaust.
- 30 Shop keeper.
- 31 Prevarication.
- 33 Awake again.
- 34 One skilled in a profession.
- 39 Affray.
- 40 Doles out.
- 42 Remainder.
- 43 European address.
- 44 Wild ox of Gaul.
- 45 Level with the ground.

Yesterday's Puzzle.



HERATA AND MENI.

MASSAGE, CHIROPY. and
MANICURE.
2nd Floor,
Yee Sang Fat Building,
Queen's Road Central.

EXPERT MASSEUR.

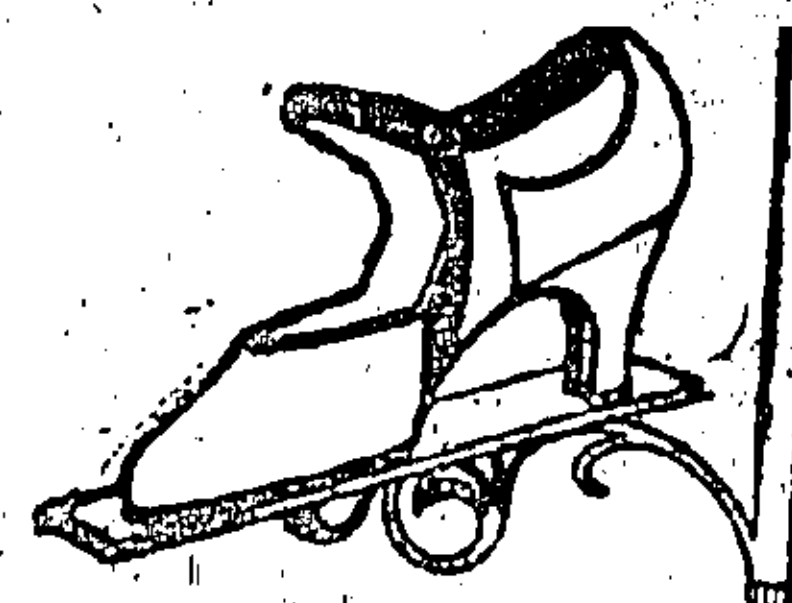
Cures Rheumatism, Nervousness and all kinds of chronic ailments.

Madame H. MORITA.
Madame E. AKAJI.
23, Wyndham St. Tel. C.4395.

Described by Lord Riddell as "only the third statue erected in London to a woman, other than Royalty," a memorial to Dame Louisa Aldrich Blake, the distinguished surgeon, has been unveiled in the gardens of Tavistock Square.



IT'S QUALITY
THAT COUNTS



T. NAKAO

Japanese Shoe Expert.
TORTOISE SHELL BOXES.
AND CASES A SPECIALITY

Hongkong Hotel Building,
Queen's Road Central.



Reiss, Massey & Co., Ltd.

DISTRIBUTORS.

Exchange Bldg. Tel. C.676.

NOW
IS THE
TIME
FOR

LACTOGEN
The NATURAL MILK Food

FRECKLES AND HIS FRIENDS



Watch Your Step

By Blosser

WATSON'S LIVER SALTS

**\$1.25
Per Bottle**

**A
Powerful
Liver
Stimulant.**

A. S. WATSON & CO., LTD.
HONGKONG.



**NEW
VICTOR
RECORDS
TO-DAY**

S. MOUTRIE & CO., LTD.
Chater Road.

TAKE THE BISCUIT

FOR INSTANCE, LANE, CRAWFORD'S STOCK INCLUDES ALL THE LATEST KINDS AND MANY OLD FAVOURITES FRESHLY ARRIVED.

To mention a few

Peck Frean's

Bourbon
Chocolate Assorted
Custard Creams
Play Box

Huntley & Palmer's

Rich Mixed
Cross Word Creams

Jacob's

Royal Afternoon Tea
Selected Assortment

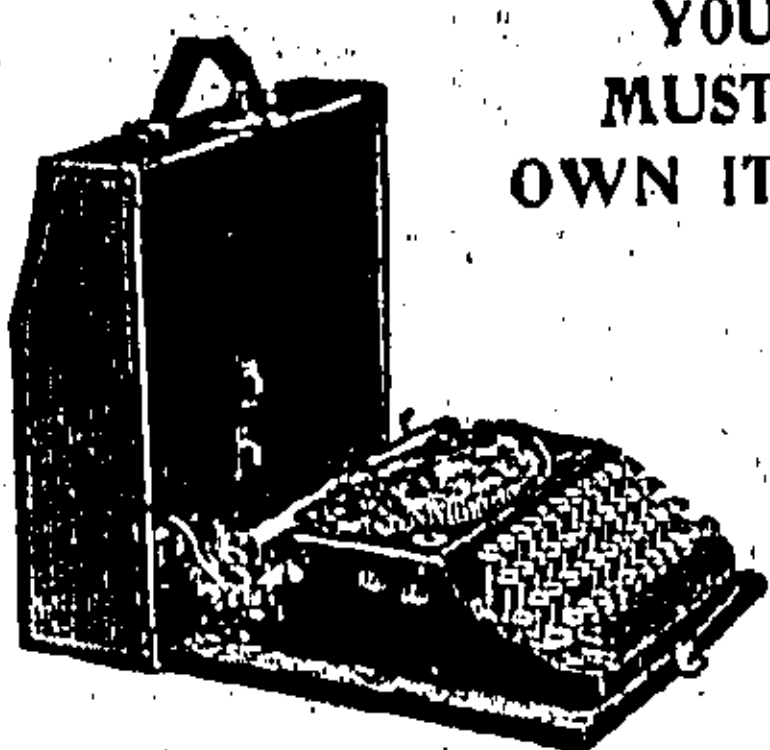
McVitie's

Digestive
Oat cakes

—AND DOZENS OF OTHERS—

Lane, Crawford, Ltd.

FIRST IN GROCERIES.



**YOU
MUST
OWN IT**

To realise what a wonderful helper and time saver it is you must own a Remington Portable.

It takes the drudgery out of every writing task.

It has the longest writing line of any portable and takes the standard long envelope.

The Remington Portable is the lightest and smallest portable with the standard keyboard.

Demonstration without obligation.

Mustard & Co., Ltd.

Incorporated under the Companies Ordinance Hongkong.
Alexandra Buildings,
Des Voeux Road Central.

ACKNOWLEDGMENT.

Miss Iris Thornhill wishes to convey her thanks to the many friends who have kindly expressed their sympathy with her in her bereavement.

**The
Hongkong Telegraph.**

SATURDAY, AUGUST 20, 1927.

THE COST OF LIVING.

A remarkable feature of the past two years here has been the resignation with which the majority of the population appear to have accepted the "hard times," following the strike and boycott of 1925, and subsequent disturbances in China generally. One bears little open grumbling, and the average observer or recent arrival might be excused for presuming that conditions are little, if any, worse than they were about four years ago, when, it may be recalled, there was a strong agitation against the increased cost of living in Hongkong. This paper at the time conducted an investigation, and a representative who was detailed for the task, interviewed a number of heads of departments, both official and private, and obtained a very interesting summary of the position, which we published as a special article. Interest in the matter was maintained, and for some time afterwards we received enquiries on the subject, so that the original article was followed by a further commentary later. Briefly, our investigations, which came at a time when house rents were still being controlled by the Government, proved that the general cost of living since the war had risen nearly 100 per cent, and that if rent control were removed, the figure would be even higher. Wages, it was shown, had not advanced proportionately, except in the case of labour, which meant that the general cost of living to the middle-class community was greater, owing to higher transport charges and more expensive industrial activities, such as building. This was advanced as one of the reasons for a retention of the rent control system. However, the authorities first allowed a 15 per cent advance in rentals, and then, following this partial de-control, abolished the restriction altogether, so that landlords had

their own way. It is now possible to assess what the result has been, and on the whole one has to admit that the imposition of high or rentals has not been as exorbitant as many tenants feared, and in certain cases has been only slightly advanced. This, however, must be examined, not from the point of a normal period of industrial and commercial progress, but from the unexampled one of a serious slump in trading conditions, and the consequent general distress.

The 1925 trouble led to two main things—an exodus of large numbers of the population, and a shortness of money that affected the capitalists and landlords as much as anybody else. Indeed, the man with big investments in landed property was most severely hit by the slump. These conditions had their immediate reflection in a reduction of the demand for dwelling accommodation, and the necessity on the part of house-owners to accept rentals which they would otherwise have scorned. Thus was much of the excessive charging that might have followed the removal of rent restriction nullified; and those conditions, have continued to operate to a great extent. The gradual increase in charges for various necessities of life has been accepted almost without a grouse, but possibly only because of its very insidious growth. Almost before one realises it, things have cost more, and it is only by a comparison with some months past that the increase is noticed. Yet, at the back of it all, lies the remarkable fact of an acceptance of the inevitable, almost a profound fatalism, which, the present conditions of stress have bred. That, we think, is at the root of all the placidity apparent to the casual eye. Habit is a great thing for making one resigned to altered circumstances. It is the common knowledge of having to face hard facts which must have overspread the general outlook, and thus checked that growing resentment against increased costs of living which was becoming so pronounced just a few years ago. But in considering the matter this way, one has to bear in mind that circumstances are sooner or later expected to change, and a postponement of the vital question of living costs does not mean that it is likely to be shelved.

Shanghai Fascisti.

In our yesterday's issue we published a long communication from our Shanghai correspondent in which he told of the formation in the northern part of a Fascist organisation, also explaining its objects in very approving terms. With his approval and commendation we do not agree, because the Fascist movement, as we understand it, is not a constitutional thing in itself although it might contain among its objects the upholding of the existing constitution. So soon as Fascism seeks to become executive it instantly usurps the functions of the lawfully constituted governing authorities of the district in which it is operating and becomes as inimical to good government as the evil and radical influences it seeks to combat. And unless it is executive, actively and actually doing the things it thinks desirable or preventing undesirable things from being done, it loses the essential characteristic of the Fascist movement and becomes merely an ordinary political organisation. With many of the objects of the newly-formed Shanghai organisation we are, as must be all reasonably-minded persons, in wholehearted sympathy. We desire to see the very disturbing "Red" elements curbed and also sane and wise counsels prevail in the matter of China's slow but sure evolution towards real national consciousness and democratic government, but it will be disastrous, we think, if there are going to be three executive forces at work, namely, the Government (wherever it is), the Fascist centre, the Fascist movement, and the Fascist movement. There is no room for three executive forces, and the formation of Fascism, although there are possibly many who believe that Signor Mussolini has proved to be

DAY BY DAY.

HEALTH IS THE GREATEST OF ALL POSSESSIONS, AND 'TIS A MAXIM WITH ME, THAT A HALE COBBLER IS A BETTER MAN THAN A SICK KING.—Bickerstaff.

The *Gazette* calls for tenders for the repair of the No. 1 Fire Float, the steam launch Stanley, and the No. 4 Police launch.

The forthcoming wedding is announced of Mr. H.H. Fanham, master mariner, of the s.s. Maunsang, and Miss G.E. Mead, on the way out on the s.s. Kashmir, whose home address is at Leamington Spa.

It is notified that, at the expiration of three months The Shing Fat Steamship Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The s.s. President Taft of the Dollar Steamship Line will arrive from Manila on Monday, August 22nd and will sail for Victoria and Seattle via Shanghai, Kobe, and Yokohama on Wednesday, August 24, 1927, at 6 a.m.

With reference to Government Notification No. 133 of 3rd March, 1927, it is notified that the Treaty of Friendship, Commerce and Navigation with the United States of Mexico has been prolonged until the 31st December, 1927.

The s.s. Pres. McKinley of the American Mail Line will arrive from Victoria and Seattle via Yokohama, Kobe and Shanghai on Sunday afternoon, August 21st, 1927. This steamer will sail for Manila at 6 p.m. on Monday, August 22nd.

Much of Manila was under water on Sunday due to the unusually heavy rains and the defective drainage system. The districts of Sampaloc, Trozo and Quiapo were flooded, water reaching a depth of two feet in several streets in these districts.

In the death of Joseph F. Baier, special policeman in the Escolta District, Manila who was fatally injured when his automobile crashed into an electric power post at Avenida Rizal and Calle Camarines, the Manila down-town district mourns the loss of a well-known figure.

An Order-in-Council states that in the exercise of the powers vested in him by the provisions of the Rope Company's Tramway Ordinance, 1901, and otherwise His Excellency the Governor in Council is pleased to order and it is hereby ordered and declared that the duration of the rights, powers and privileges granted, made and maintained under the provisions of the Rope Company's Tramway Ordinance, 1901, shall be extended for a period of one year from the 15th day of December, 1927.

After long enquiries the local police have been able to trace the body of a Chinese woman named Lam Wo Kin, who has been reported missing for some time. According to information furnished to the police the missing woman was 21 years of age and lived at an unnumbered hut in Sam Chuen village. Her body was discovered at a village called Sum Tsang. It is not yet known whether the woman committed suicide or met with foul play but at the moment the husband and the uncle of the deceased woman are detained by the police. It is believed that certain marks on the neck of the deceased will reveal whether she was murdered or not.

Mr. Churchill, the Chancellor of the Exchequer, has informed Sir Frank Meyer, Cons. Yarmouth, that it would be "most inexpedient" to allow off-licence holders to sell half-bottles of spirits, writes the Political Correspondent. Sir Frank last month withdrew his proposal to allow the half-bottles to be sold on condition that the Chancellor would consider the matter, but in view of the public demand for the removal of this restriction the proposal is to be brought forward when the Finance Bill is again before the House.

the "saviour" of Italy by his ruthless suppression of radical tendencies, there are many others who regret that, in the process, he has thrown Italy back into the Middle Ages so far as individual rights of thought and speech are concerned. The subject is a thorny one, easily arousing class passions and hatreds, and so we will content ourselves by hoping that the Shanghai situation, which is being so vigorously welcomed, will tread a middle way and make very sure that it does not fan and inflame the forces of disorder against which it is taking shape.

THE RUINS OF ANGKOR.

A Traveller's Vivid Impressions.

Some time in the dim past, when the western world was yet young, but the eastern already hoary with a civilization evolved during centuries, there lived a race of men, half Aryan Hindu, half Mongol, of whose great deeds we nowadays hear but little, but of whose high culture we still have traces in the architectural ruins they have left behind at Angkor. These were the Khmers, one-time masters of the whole land of Indo-China, but now completely vanished from the face of the earth. Like the plant which is granted only a limited span of life, they grew up to their greatest splendour, then drooped and faded away as they reached full maturity. Their existence was ephemeral, like that of many other peoples of this earth who have passed before the kaleidoscope of eternity.

But in passing, these Khmers have left behind something of their civilization, something which has remained as a reminder lest, in our pride of modern civilization and modern progress, we forget the big achievements of the past. For there is much in these achievements to compel our attention, and in the ruins the Khmers have left us at Angkor, the traveller, as at Thermopyle Pass, must ponder over his own modern shortcomings, and wonder if the world is richer or better for having lost many of its olden possessions.

One hot day in June, when the shroud of raincloud had been swept aside, and a blazing sun was pouring its rays over a panorama visibly steaming with the moisture deposited by a heavy shower, the writer was in the shadow of these ruins, one of a band of excursionists who arrived the previous day from Saigon. The air was rank with the odour of rotting vegetation. It had gripped the walls, and finding here and there a crevice to strike its manifold roots, was in the insidious process of enveloping the ruins and bringing them into the general decay.

A constant struggle is being waged here between the devoted antiquarian and the jungle for the possession of those ruins. In a region where there is such an overwhelming abundance of moisture and sunshine, vegetation develops quickly; and the jungle where these ruins are, if not strongly combated, would have laid the stones under a thick tangle of growth from which there would be little hope of preservation. As it is, the ruins of Angkor, in their present state of preservation by a Government which recognizes in them a great asset, present an impressive sight enough, although much of that which would have contributed to the harmonious effect of the whole has, long ago, fallen into insidious decay.

Of what still remains for the admiring contemplation of the traveller, that massive pile of grey stone which lifts its head above the jungle draws the attention by the effect of its solidity. Where blocks of stone have dropped away, the outlines of the building with its plaster tracery, present a rather confusing aspect. But when the pile recedes into the distance, as the traveller moves back to see it from afar, gone is the rugged effect, and because such artistry of proportion has been built into it by a gifted hand, as has withstood the ravages of time, the building takes on anew the aspect designed by its creator.

But with full realisation of the splendour of this and other ruins included within the area of a square mile, which that great

journalist, Lord Northcliffe, viewed with awe when on his Indo-Chinese visit, there is also coupled a sense of deep regret such as the artist experiences who contemplates the wreck of something which cannot be repaired.

In the square design of the temples and palaces of this lost city, there is traced the Hindu origin of its builders: a race born into this world when it was young, and which departed from it when eastern civilization became too old. There is very little in the way of records, to show where they came from, or if they were indigenous to the land. But this is known, that the Khmers were in the full height of their greatness when Kublai Khan swept down from the North, and the blight cast by that Mongol conqueror wherever he went fell also on the soil of the Khmers.

As Scott said of Melrose: "Go visit it by the pale moonlight. For the gay beams of lightsome day Guild, but to flout, the ruins grey."

And how changed is the scene by moonlight! Then the ruins become subdued in the soft radiance, the broken outlines are smoothed just as a frown is smoothed away by a loving hand, and the ruins are surpassingly beautiful and clothed in a new-born glory.

The visitor becomes almost reconciled. One's fancies of the ruins, as reflected from a dark pool, do not belong to this world. They pierce into the veil of the past, the countless years recede, and from that distant age the world of one's fancy is born anew.

One sees the ghosts of stalwart Khmers taking shape again in these "marble halls," and the air is again filled with such music as has never been heard in this age, resounding through that long many-columned gallery where the night wind now sighs and eddies through its vast emptiness, finally to lose itself in the jungle wilderness beyond. Kings and Princes, and warriors again through those halls, living over their eventful lives, and winning glory for a nation which is now no more.

Now and then, if the traveller is fortunate, he may still see something of that old-world splendour enacted in near-by Phnompenh, the Cambodian Capital.

The King of Cambodia is leading a stately procession through the principal streets of the City. He is in his palatine embroidered with rich trimmings, while the Princes of Household and officers of state accompany him on ox-drawn carts or on stately elephants decked out with gay trappings. The Royal Umbrella is held aloft to shelter the King from the sun, and numerous pennants, unfurled, denote his royal estate. The people incline themselves in reverential homage to their ruler.

There is much old-world splendour as seen in the silhouette of the procession against the flaming background of the western sky, where the sun is setting behind a haze of dust. But there is none of the glory of the Khmers. For these men lived before the era of petty modern pomp and ceremonies, and of their mighty deeds nothing remains but a tradition, a romance hardly to be reconciled with our knowledge of the race to whom this land of the Khmers has been bequeathed.

C. V. L.

MANCHESTER COTTON SPINNERS.

SEEKING UNITY OF POLICY.

London, Aug. 19.

It is announced at Manchester that a round table conference has been arranged between representatives of the Federation of Master Cottonspinners' Associations and the Cotton Yarn Association, to try to promote unity of action on the Associations' policy of minimum prices and reduced output.—*Reuter*

THE CHINA COMMAND.

NEW APPOINTMENTS.

London, Aug. 19.

The War Office announces that Colonel O. C. Borrett has been appointed Brigade Commander of the Fourteenth Infantry Brigade, in the Shanghai Defence Force, in succession to Colonel Sir J. L. Burnett of Leys.

THE COLONY'S FINANCES.

THE POSITION IN MAY.

In the latest Government *Gazette* to be circulated, the financial statement of the Colony for the month of May is published.

It shows that the revenue for the month was \$1,620,527 and that the expenditure was \$1,339,502.

The balance of assets over liabilities was increased from \$4,160,291 to \$4,441,316.

Colonel Sir D. C. Cameron has been appointed Assistant Director of Supplies and Transport, North and South China Commands.—*Reuter*

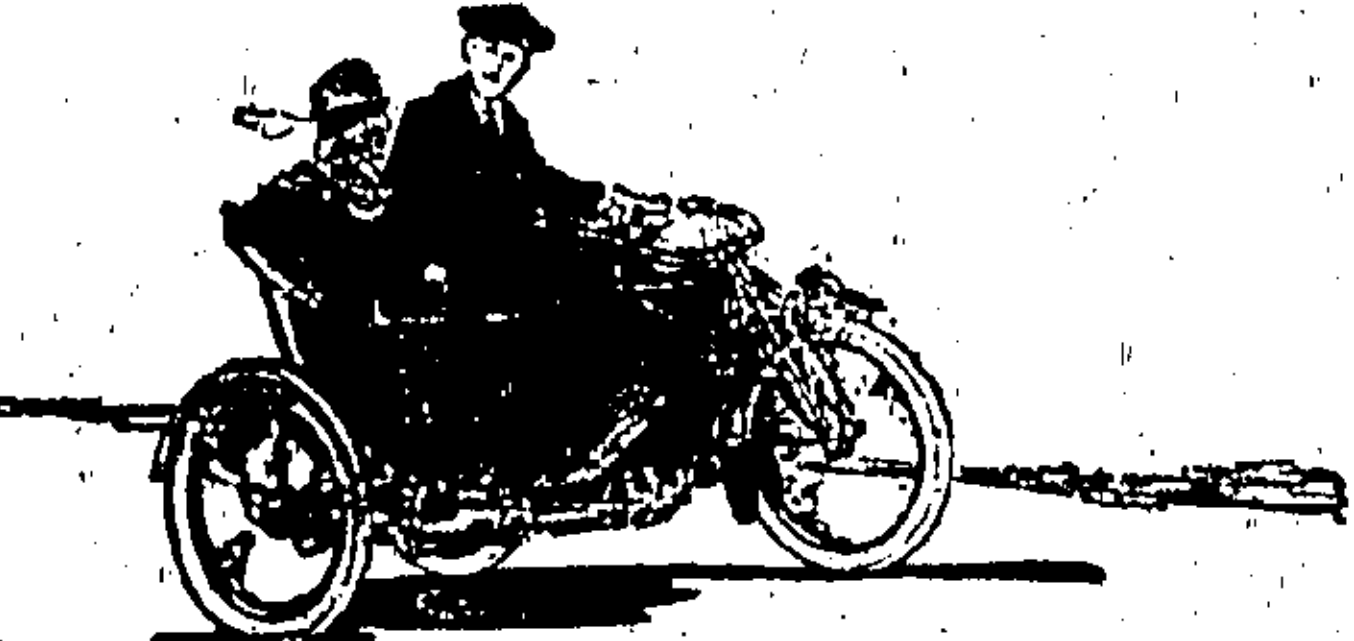
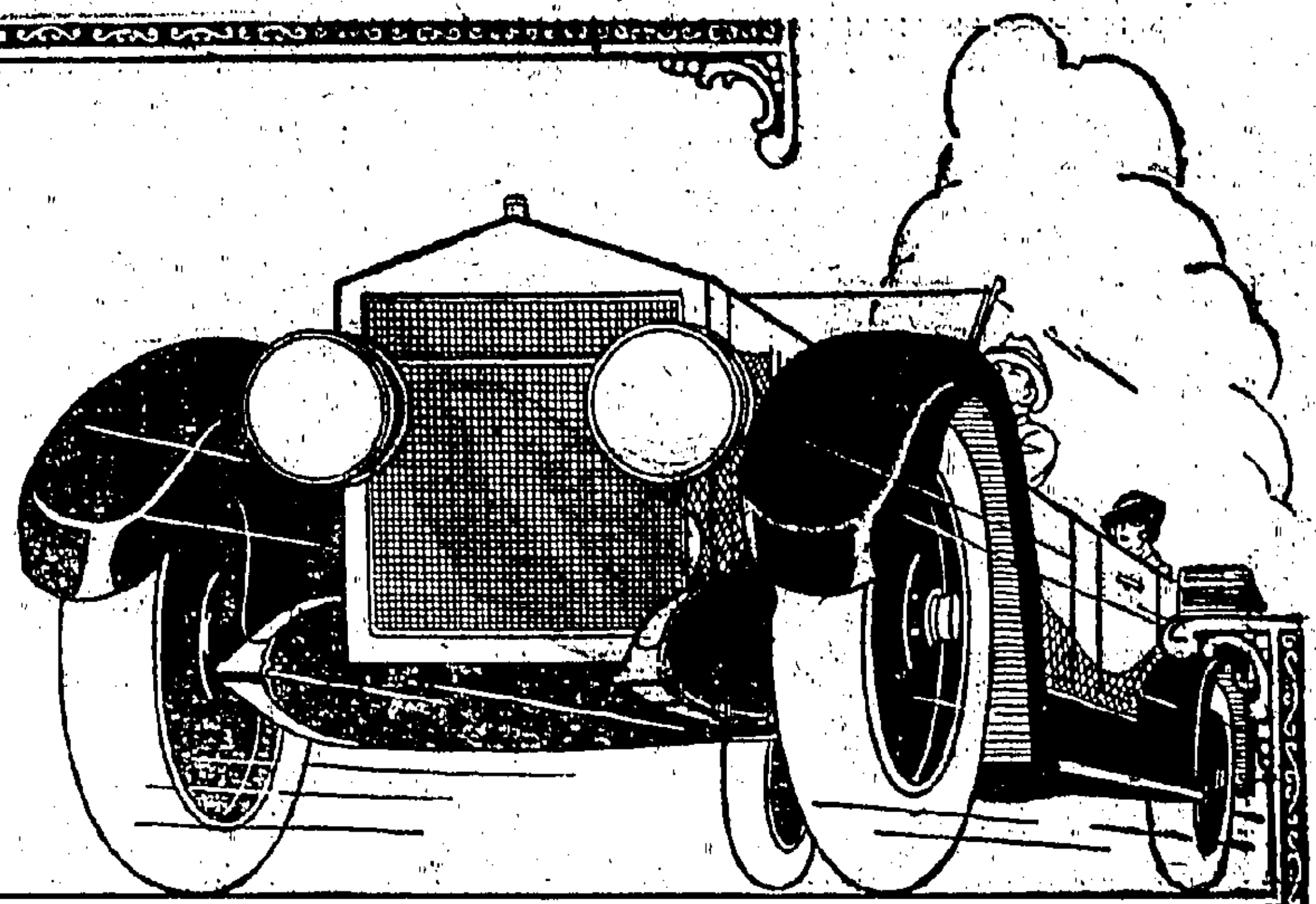
Colonel O. C. Borrett, C.B., C.M.G., D.S.O., late A.D.C. to the King, was appointed Colonel Commandant of the Seventh Indian Infantry Brigade in 1922. He fought in South Africa, in the Great War, and later on the N. W. Frontier of India.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 20th AUGUST, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Glaring Lamps.

It is interesting to note that at their last meeting the K.R.A. discussed the question of glaring head lights in Nathan road, it being stated that such blinding lights befogged pedestrians and made it difficult for them to distinguish between trees, lamp posts, and pedestrians. The question of glaring headlights is an old and thorny subject, but now that the K.R.A. have taken serious notice of the matter it appears likely that something will be done. The danger is equally shared with the pedestrians by other motorists, and it must be confessed that the greatest offenders in this respect are the buses. It is a common sight to see a bus switch its lights completely off when meeting another vehicle, and to leave them off for some short distance. The only reason for this must be that they are not fitted with a dimming arrangement. This can and should be altered.

Regulation Rescinded.

A local regulation which has been rescinded, which is of considerable interest to the general public, is not so well known as it might be. We refer to the regulation preventing taxis, (when they were running) and public cars from being on the roads between one and five o'clock in the morning. This regulation, we have been informed, is no longer in force, so that there is now no restriction of any kind on public vehicles with regard to the time they must be garaged. The abolition of this regulation, which was considered by many to be unnecessary and very often very inconvenient, will find favour generally, especially by those who occasionally require a public car in the early hours, and were, formerly, unable to get one.

Queen's Pier.

We have been requested to air a complaint—quite a legitimate one, concerning certain motorists who leave their cars unattended under the archway of Queen's Pier. It should be generally understood that cars cannot park there, the archway being intended as a covered way under which passengers may alight when proceeding to the pier. Statue Square is nearby, and an authorised parking place. It seems hardly necessary to mention that cars left at the pier entrance

obstruct other vehicles using the pier, and it is hoped that this note will reach the eye of those who have displayed thoughtlessness in the past.

Long Loads.

We have recently witnessed a number of instances when motor lorries have been carrying long loads in such a way as to cause danger to the public. We realise that timber and iron must be transported through the city, but we think that particular attention should be paid to the manner in which such freight is loaded. We believe that it is the practice at home, to so place the load, that, as far as possible, the extending portion diminishes to a centre, thus minimising the danger when the vehicle is turning a corner. Owing to the narrowness of some of our streets, it might even be wise to restrict the hours during which such loads may be carried through the city.

Motor Gymkhana.

The suggestion that Hongkong should hold a motor gymkhana crops up at intervals, and again this week we have been approached in the matter. It was in 1923 that, in response to requests, the Hongkong Automobile Association undertook to organise such an event, and the date was duly fixed for November 3rd of that year. Much work was done, advertising and posters were prepared, prizes offered and entries began to roll in. There was, however, one serious obstacle, which ultimately wrecked the venture, namely, the granting of permission to use a ground suitable for the purpose. Several locations were suggested, but in every instance, those who controlled the grounds withheld the necessary permission on the assertion that motor traffic would prove injurious to the turf. Although every effort was made to persuade the officials concerned to reconsider the matter, they remained adamant, with the result that the gymkhana had to be abandoned. Since that time, the number of motorists has greatly increased, and it is reasonable to assume that a good response would be given to invitations to compete in various events, but we mention the above facts for the information of comparatively new arrivals who may be unaware of the difficulties encountered upon the last occasion when a gymkhana was mooted.

130 MILES TO THE GALLON.

Consumption Test with
Harley Davidson.

LOCAL RIDER'S RECORD.

The immense progress made in the design and efficiency of the modern motor cycle is reflected in the records that are being continually set up, only to be broken again, in all spheres of activity pertaining to the motor cyclist. Foremost in the public eye usually come high speed records, but the test of petrol consumption is one that is equally as interesting as high speeds, especially to the men with a limited pocket.

It is of interest to note that on Sunday last a petrol consumption test was carried out in the New Territories by Mr. R. W. Barnett, of the Hongkong Telegraph riding a side valve Harley Davidson single, when he registered 130.4 miles to the American gallon. The test was under the supervision of Mr. A. Gascon, the local agent, who, was assisted by a number of other people, and was held in connexion with a world wide competition organised by the makers.

This type of machine, which has attained popularity by its exceptional comfort, reliability and economy, was produced for the first time, as a sister to the better known big twin combination in 1925, and after being on the market for two years the makers decided to take a world census of opinion on its capabilities, especially with regard to economy, and offer a silver cup to the winner.

Consequently they organised a petrol consumption test for all newspaper men throughout the world, the event being open to owners of Harley singles only, either side valve or overhead valve.

Mr. Barnett being the only eligible competitor in the Colony, he carried out his test on Sunday last, escorted by a number of motor cycling enthusiasts.

Tank Sealed.

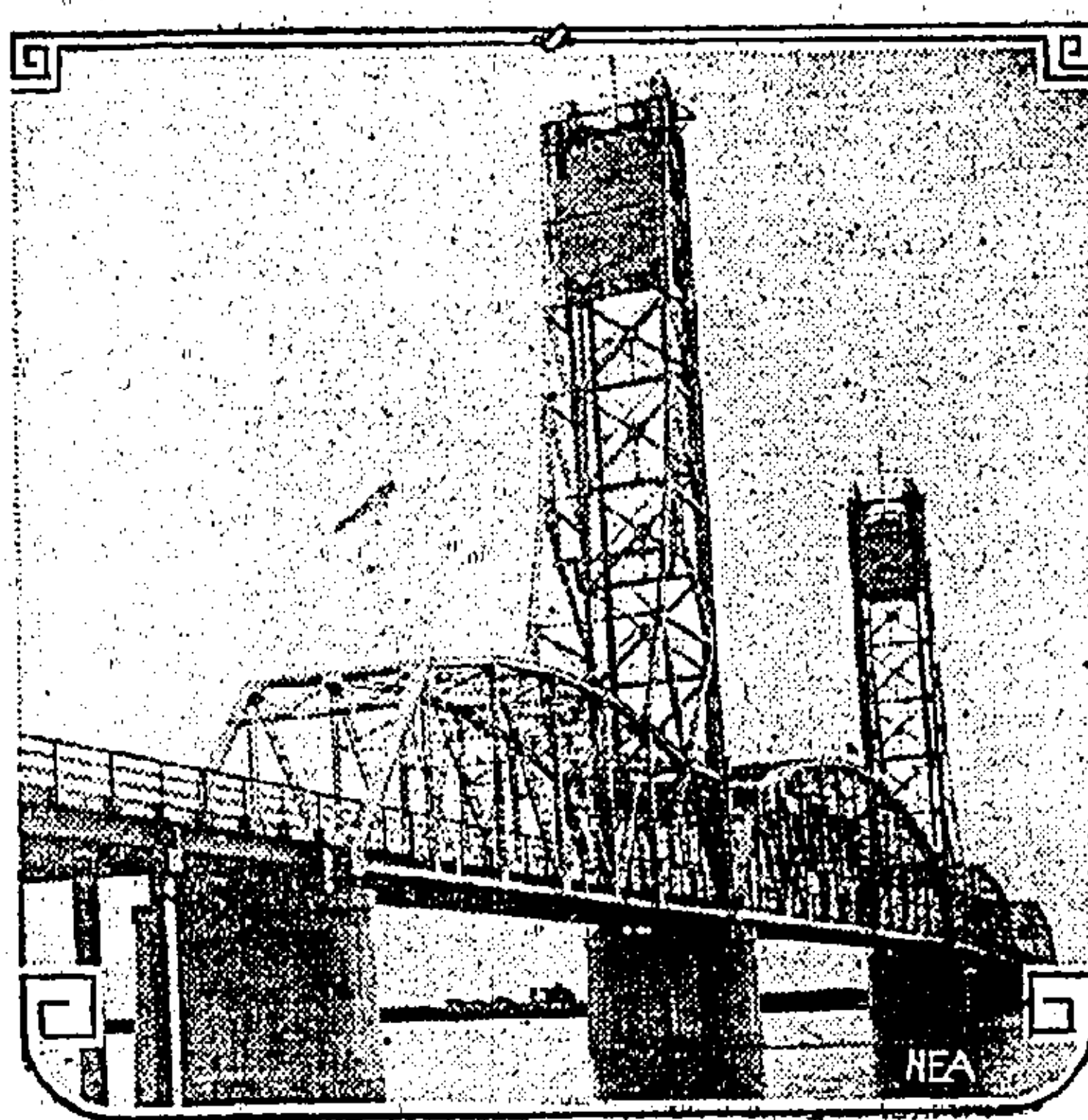
The party set out for Castle Peak on Sunday morning, and on arrival there the spare tank was drained and the tap sealed open. Prior to the stipulated American quart of petrol being put into the small tank, Mr. Barnett adjusted his jets to give highest consumption, using fuel from the big tank in doing so. After this had been accompanied the tap of the main tank was sealed closed, the carburettor run dry, and the test gasoline, which was Shell, was poured into the empty small tank.

Mr. Barnett then set off in the direction of Fanling and reached the bridge which is under repair at Tai-po where he turned round and proceeded back again towards Fanling. Eventually, after a somewhat tiring ride in the heat, at speed varying between 15 and 20 miles per hour the tank ran dry, when 32.6 miles had been covered.

This type of machine, which is classed as a 3½ h.p. in America, is rated at 350 c.c., but it is not of the same power as an English machine of that measurement, being less powerful. It is to be noted that the quart measure used was an American quantity, which, as is known, is less than an Imperial quart, so that had Imperial measurement been used an even better consumption would have been recorded.

In view of this exceptionally small consumption it would be interesting to know of any similar tests which have been held in the Colony either privately or otherwise.

LONGEST BRIDGE IS OPEN.



The world's longest highway bridge has been opened across Mobile Bay, in Alabama. It's the Cochrane bridge, part of which is shown here, stretching for 10½ miles and costing \$2,500,000. It eliminates part of the ferrying that tourists along the Old Spanish Trail had to endure. Now this famous trail from St. Augustine to San Diego has only four ferries and expects to eliminate these soon.

ITALIAN RACE.

99 Kilometres in a
Storm.

The Motor car Circuit of Modena (Italy) in which a large number of entries had been made, was held recently.

A large crowd was assembled on the 12 kilometre track which had to be completed 30 times (360 kilometres).

The speed was very swift up to about a third of the race but this could not be kept up owing to a very violent storm which raged during the rest of the race.

In spite of this the 500 Standard Fiats made a brilliant show resulting 1st, 2nd and 3rd in the 700-1100 cme. class, Mr. Valprelli arrived first and not only finished the course in 3 hours 42mins 53sec, an average speed of 93.958 kilometres per hour, but also obtained the highest lap speed of 99.585 kilometres per hour, which speed is really very high if we think that it has been obtained by a standard car of only 990 cc.

Messrs. Weber and Zanelli arrived 2nd and 3rd, completing the course with maximum regularity in 4 hrs 8 mins 45 sec and 4hrs 9mins 4sec. Zampieri on an Amilcar arrived fourth.

In the 1500 cme. class Ferrari arrived 1st on Alfa Romeo in 3hrs. 20mins. 25sec. In the 2,000 c.c. class Agazzotti in a Bugatti came in 1st. 3hrs. 33mins. 47sec., while in the 3,000 cme. class the result was as follows: Chiericato on a Alfa Romeo in 3hrs. 27mins. 12sec. Ramazzini on a Alfa Romeo (second)—Clivio on a Lancia (third).

TRAVEL FACILITY.

Autos as Personal
Baggage.

New York, July 16.—American tourists may now take their automobiles to Europe as "personal baggage," with no extra charge made for the cars as freight.

This policy has been adopted on the new French liner "Ile de France," besides its two sister ships. The liner has a veritable

A FREE WHEEL MOTOR-CAR.

Take Your Foot Off and
Coast.

I am able to give, writes the motoring correspondent of the *Daily Mail*, the results of a practical test of a British invention that promises to provide us with a new and fascinating form of motoring.

It is called the Humphrey Sandberg free-wheel clutch, and if developments prove satisfactory it should do for the motor-car what the free-wheel did for the bicycle.

Motor gliding is probably the best term for describing this new development. It has been fitted experimentally to several private cars and lorries with satisfactory results and it now remains to be seen whether it can be produced on a commercial basis.

Briefly, the free-wheel clutch operates as follows:

While the engine is pulling the car it acts in a normal manner, but as soon as the engine speed is reduced to the point when the car is pushing against the engine the free wheel operates and the car automatically "coasts."

With an ordinary clutch the engine in similar circumstances acts as a powerful brake.

If you take your foot off the accelerator of an ordinary car it quickly slows down, owing to the braking effect of the engine compression. But with the new device when you throttle down the engine slows but the car continues under its own momentum.

There are times when it is necessary to use the engine as a brake, and for this purpose a control is fitted which enables the driver to do so.

The car I tried, fitted with a free-wheel clutch of this description, was an ordinary small family touring model. A point that impressed me was the very long distance it is possible to "coast," even at speeds of 20 miles an hour and under. Driving was a series of glides.

garage, where the cars are lashed to posts and covered with tarpaulins for the sea voyage.

France co-operates by granting French registration numbers and driving licenses without examination.

GOOD NEWS

WE HAVE PLEASURE IN ANNOUNCING THAT THE 1298 HARLEY-DAVIDSON MOTOR CYCLES ARE DUE HERE ON SEPTEMBER 20th, SO WHY GET A 1927 MODEL WHEN YOU CAN SECURE A 1928 NEXT MONTH?

Many Improvements.

For further details telephone K. 1242.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Full Engine Protection Is Up To You.

The life and power of your motorcar engine are in your own hands.

For you are the one who determines what oil goes into the engine, and you are the one who must see that the oil is changed regularly.

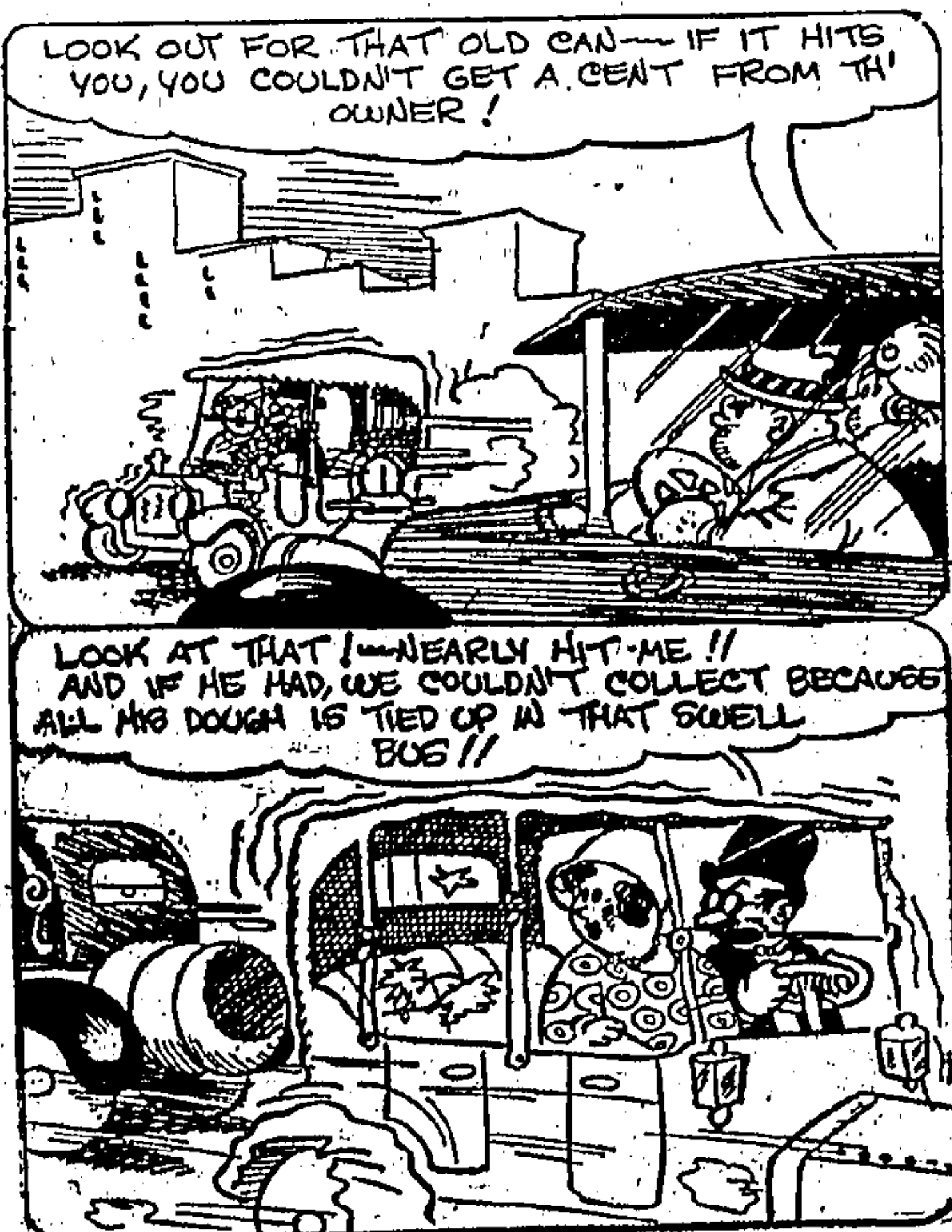
Almost any oil will coat your cylinder walls, pistons, and piston rings with apparent thoroughness. But that is not enough. There come times of extra stress—in starting, in quick bursts of speed, in a sudden, hard pull on the hill.

Then your engine demands the protection that only Mobiloil can give—protection against wear, loss of power, and annoying noise.

Use the grade of Mobiloil recommended for your make of car on the Mobiloil Chart. Change oil regularly, every 1,000 miles, and drain off the carbon, dirt, benzine and water. You will find that the use of the correct grade of Mobiloil, and the correct use of Mobiloil will add many months of quiet power to the life of your motor car engine.



VACUUM OIL CO.



WHEN YOU BUY AN AUSTIN SEVEN

IT IS
LIKE
PUTTING
MONEY
BACK IN
YOUR PURSE!

You save in initial outlay, in upkeep, in garage expenses, in fact, in everything!

You gain in service, in care-free running, and in the knowledge that the Austin always gets you there for the least possible expenditure on fuel and oil.

JOIN THE RANKS OF AUSTIN ENTHUSIASTS TO-DAY, by paying the few dollars which bring one of these famous little machines to your door. Balance to suit YOU. What could be fairer?

ALEX ROSS & Co. (China), Ltd.
Prince's Building, 2 floor, -Ice House St. Entrance.

THE MOTOR UNION INSURANCE CO. LTD

Incorporated in England
(Under the auspices of the Automobile Association)

**BEFORE INSURING CONSULT US ON
OUR COMPREHENSIVE POLICY**

Local Agents:-

THE UNION TRADING Co., Ltd.
York Building. Phone C. 587.

CHINA UNDERWRITER, LTD.

FOR
ALL CLASSES
OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:- TELEPHONE:
ST. GEORGE'S BUILDING, HONGKONG. C. 1121-2

MOTOR FIRM PUT UP FOR AUCTION.

Magnates Bid for
Wolseley Company.

The drama that was staged at the Bankruptcy Court on a fateful day in February last, is one that is rarely encountered outside the pages of a modern novel. The huge Wolseley concern had been practically put up for auction, and several interested parties, all of whom had publicly announced their firm determination to acquire this old-established motor firm, attended by invitation of the registrar. One of these was Sir Herbert Austin, of the Austin Motor Company; another was Mr. Julius Turner, representing large trans-Atlantic interests; whilst the third, and as events proved, the most determined, was Mr. W. R. Morris, world-famous as the founder of the great Morris concern.

When the bidding commenced Mr. Turner retired from the scene at a very early stage, but Sir Herbert Austin and Mr. Morris carried on a most spirited contest. Tens of thousands were briskly tossed backwards and forwards, until finally was reached with Mr. Morris's offer of £730,000, at which the business was knocked down to him.

Great satisfaction is felt throughout the motoring world that this old-established concern is being kept in British hands, and especially in such capable hands. As is well known, the recent failure of the Wolseley Company was due entirely to questions of finance and management, for it is very notable that on the engineering side all experts admit that the Wolseley Light Six, introduced at Olympia, is one of the best and most promising models of recent years.

BAD GARAGES.

Shoddy Work and High
Charges.

The suggestion of a member of the Automobile Association that mechanics at garages recommended by the A. A. should undergo an examination, and if successful should receive a certificate is, says a *Daily Mail* correspondent, to be considered by the committee of the association.

The member who made the suggestion recently called at a garage bearing the A.A. authorisation and asked them to carry out certain repairs to his motorcar. As a precaution he chalked marks on certain nuts that would have to be removed, but when the car was returned with a bill for £3 the chalk marks had not been touched.

Complaints of shoddy work at garages and high charges are becoming more and more frequent. The *Daily Mail* has recently received a large correspondence on the subject.

Most garages have one or two skilled mechanics and a number of youthful apprentices. The motorist has no guarantee that these youths will not be given an opportunity to tinker with the car.

Mr. Morris promptly announced that it is his intention to carry on the manufacture of the Wolseley cars under the same name, and to keep the Company entirely distinct from all his other undertakings, though some re-organization will, of course, be necessary. This will take a short time to effect, but when the factory gets fully into production the six-cylinder Wolseley will undoubtedly compete very successfully with any six-cylinder car in the world.

RUBBER TO ELIMINATE SHOCKS.

Its Use for Engine Mounting.

Rubber is going to take the shocks and vibrations out of motoring.

It is already being used for mountings of engines on some auto chassis, and for mountings on springs. It is being tried out in steering wheel hubs, as bushings at bearing surfaces and may eventually find its place in every point of contact on the automobile where there might be any suspicion of discomfort.

We still think of rubber, in connection with automobiles, in terms of tyres. But even here it has been improved to such an extent that comfort in motoring has been greatly increased. Balloon tyres have done this.

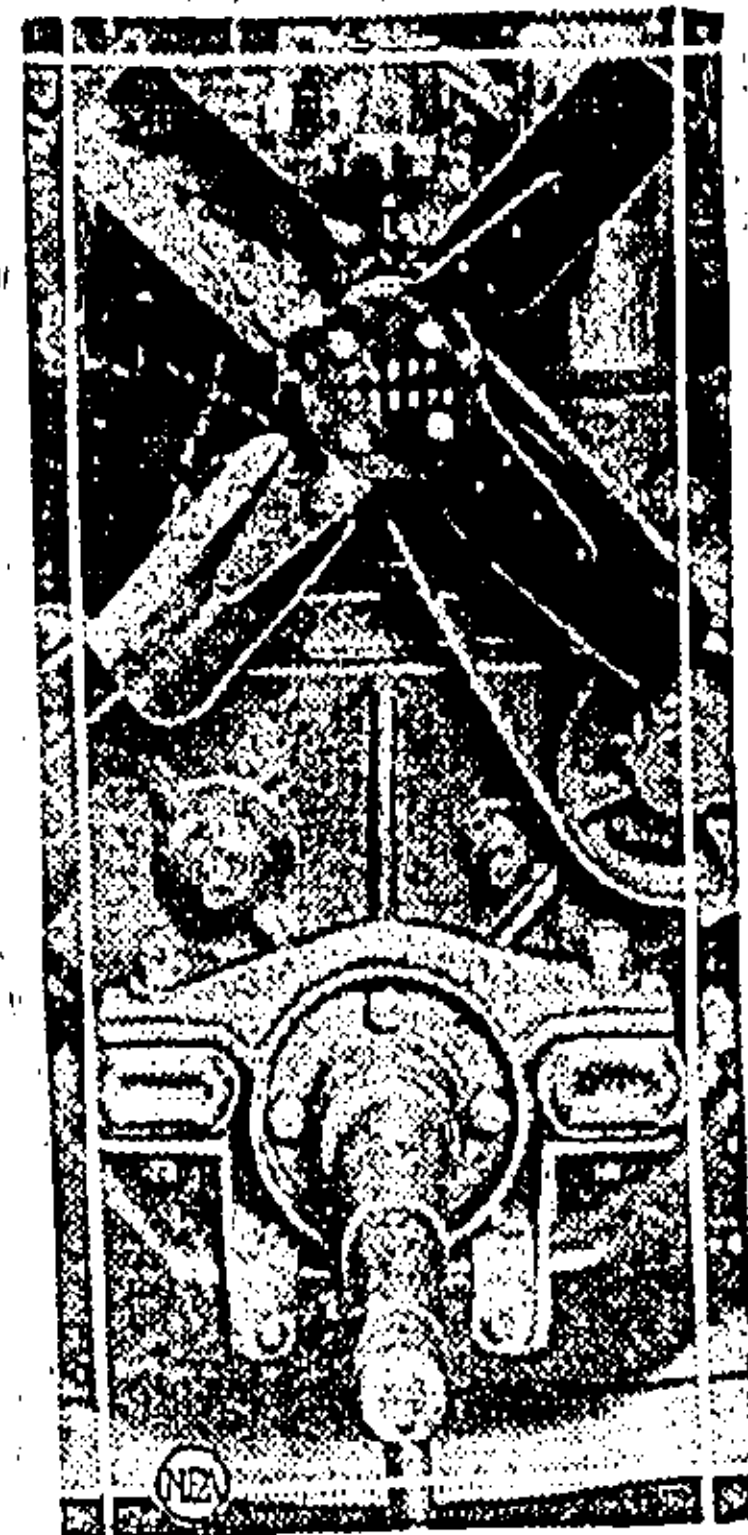
Yet rubber engineers have gone much further. Their aspirations are for the replacement of practically all metal joints with rubber. And they have already begun their work of replacement.

Energy Is Absorbed.

The advantages of rubber, in general, are its property of elasticity, its strength and especially its ability to absorb energy. It is therefore an ideal vibration dampener and shock absorber. It needs no lubrication, as metal joints do, and doesn't wear as easily.

These advantages were discovered in a long series of experiments undertaken by the United States Rubber Company, under the direction of Walter C. Keys, chief engineer of the automotive development department.

As a result of these tests the company has developed a spring mounting, an engine block mounting and other mountings for the heavier parts of the automobile. It is going further in the development of rubber bushings, especially for motors, and rubber inserts in



This photo shows how an engine is bolted to its chassis by means of rubber mountings.

steering wheel hubs providing non-metallic insulation for the wheel. Keys lists the following advantages for rubber mountings:

1. Lubrication is unnecessary.
2. Snackle wear and rattles are eliminated.
3. Shock adjustments are unnecessary.
4. Life of springs is enhanced.
5. Shimmy has been reduced in many cases.
6. It is less costly.
7. It provides fewer parts.

TRAMP LORRIES ON HOME ROADS.

Steering the great shadows that flit about the main roads of England when the country is asleep are the newest adventures of the highways, the "freight tramps" of the highways, the "freight tramps" of the road.

On dry land they are the counterparts of their sea cousins, the captains of tramp steamers. At 7 p.m. they may not know where the night will take them. At 7.30 they hear of a cargo, and at 8 they are bound for Liverpool, Newcastle, Southampton—anywhere.

One of them who told his story recently was—like most of the shippers of tramp lorries—one of the pioneers of the road omnibus movement. When big road transport companies drove out the smaller men, he said, he sold his omnibus and bought a second-hand lorry, and his conductor became his boss.

In their little log shanties, where purchase of a cup of coffee entitles you to a two-hour sleep on the floor, they all told the same tale. Big road transport companies cannot compete with them at this "tramp" work. They would have to pay their employees board and lodging, and the result would be that they could not quote competitive rates.

These captain and bosns, however, live economically. The lorry is their home. They sleep, wash, shave, and dine in it. It is remarkable how comfortable they can make themselves and into what small space they can pack their blankets, food, and other necessities.

They live on the crumbs of the war between the railways and the big transport companies. In many towns manufacturers cannot get a railway van to call after 5 p.m., and the road tramps search for such cargoes between 5 p.m. and 8 p.m., and will deliver the goods as far 200 miles away by the next morning.

WHY CARS GO WRONG.

A Few Reasons.

(By Israel Klein.)

Many of us can't understand why anything should be wrong with our cars, when we seem to never speed the motor or strain it unduly on hills or in traffic.

In fact—and here's the pith of the matter—many motorists contend they are extremely cautious in their driving. They never go over the city speed limit, they take their time and keep to the proper side. They would rather slow up and stop for a changing light than beat the yellow over the crossing.

The trouble is that poking along is almost as harmful to the car as speeding in spurts. Running the motor too slowly on high doesn't help it in the least. It's a strain for which the motor is not designed.

Idling the motor, as the gear pedal is pushed in and the car goes sliding along to a slow stop, is another practice more harmful than it is good. Idling fails to burn all the gas that goes into the cylinders. The result is that some of it finds its way through the piston clearance into the crankcase and causes oil dilution.

Oil dilution in turn affects proper lubrication and ends in scoring the cylinders.

A man who rolls slowly along the road, at a safe and steady pace, is apt to fall asleep at the wheel. He becomes less attentive to his driving, lolls back in his seat and enjoys the scenery as though he were in a Pullman chair.

There is more danger of a collision in his case than there is if he sat up properly at the wheel and drove the car more speedily. Of course, a spurt here and there is no help to the motor, either. But there's a happy medium.

Moderate drivers, those who keep alert at the wheel, also keep up a steady but good pace on the high road. Thirty to 35 miles an hour, within the legal limit, should be maintained for efficient driving.

The slow driver usually finds himself riding the clutch—another harmful practice. Slipping the clutch plates the slightest bit causes them to rub smooth, squeak and lose their effective grip on each other. That means installing new clutch plates.

Besides, the slow poke is so sure of his driving that he sometimes fails to notice any irregularity in the engine or a rattle in the body. In other words, he is mentally off guard. He is too much at ease.

Driving should be taken as easily as possible. But at no time should we lose our alertness. It's dangerous, too.

FOCUSSING LAMPS.

Alternative Positions.

In most lamps there are three alternative positions in the bulb-holders for focussing purposes. Try the bulbs in each position until the best results are obtained. Lamps can best be focussed by directing the beams on to the wall of the garage after dark.

Try different bulb positions until the beams strike the wall evenly and at the same level from the ground. Badly focussed lamps mean a poor driving light, and they also help in dazzling drivers of approaching vehicles.

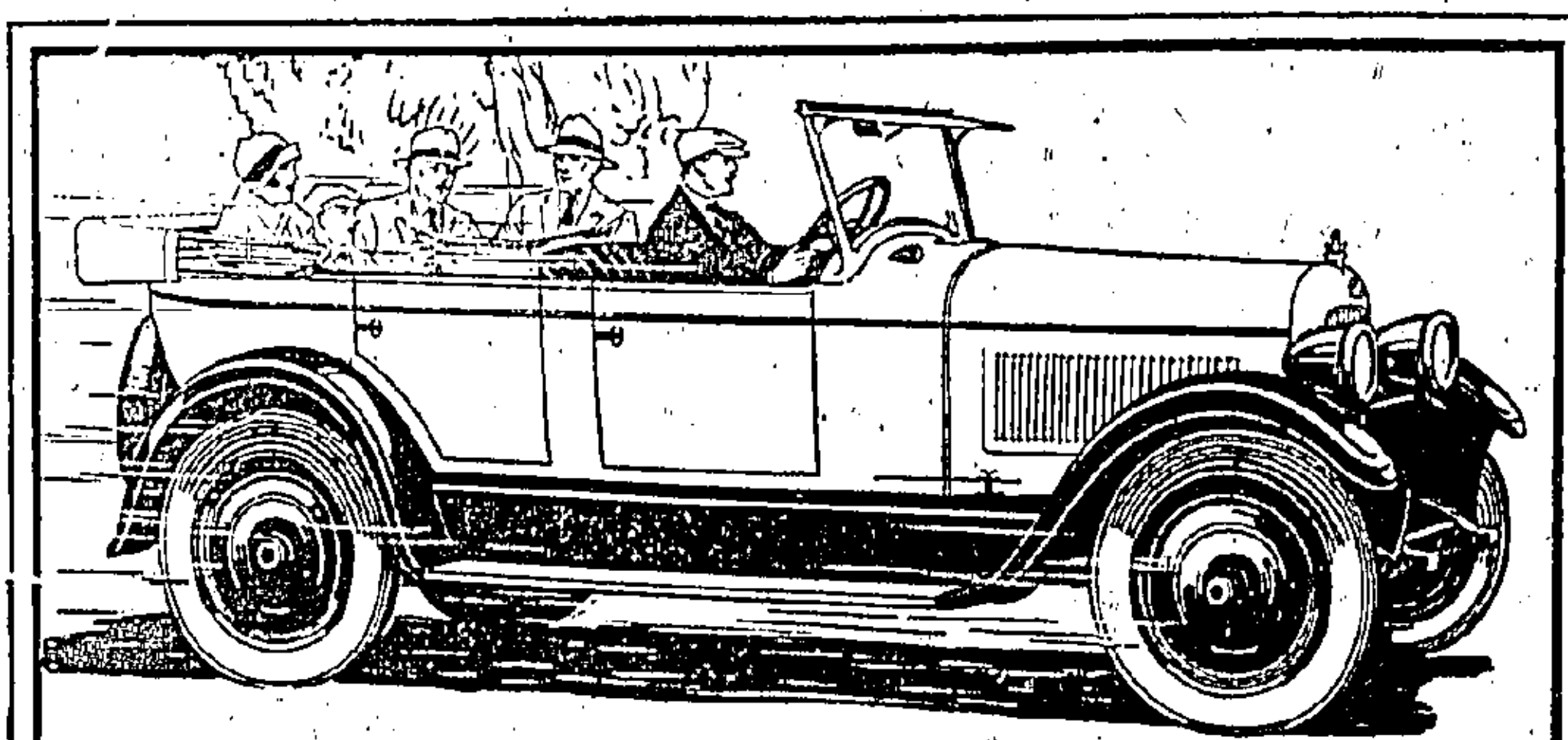
SAFE IN THE AIR.

Taxi Driver's Plan.

Realizing that the streets of London are too dangerous to drive a car, Harold Solomon is selling his taxicab and undergoing tuition in flying at the London Aero Club. He proposes to buy a light aeroplane and to hire out his machine, with himself as pilot, for air taxi journeys at the rate of a shilling a mile.

Do not clean the reflectors unless less tarnished, and then use a fine chamois leather slightly dampened with petrol. Do not use metal polish.

Give your
high gear
some
exercise
on the hills
by using
the
gasoline
that brings
the mountains
down to
the motorist



STUDEBAKER Standard Six Seven Passenger Tourer

THE beauty and comfort, as well as the economy and long life of this new Studebaker Standard Six Tourer, will delight those who desire a roomy seven-passenger car. Deep cushions, balloon tyres and extra long springs make smooth traveling of rough roads.

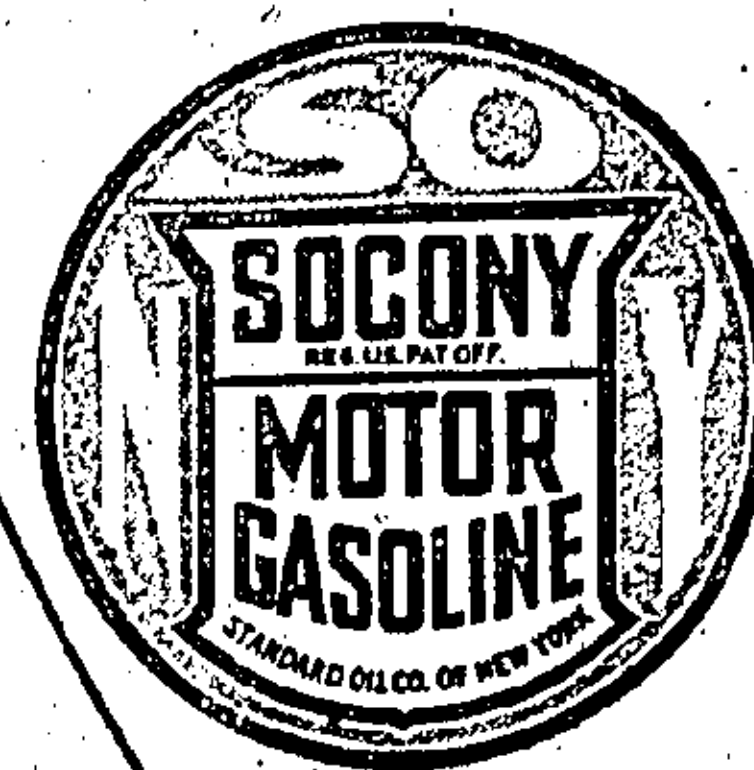
Swung low on disc wheels, gleaming in duo-tone lacquers; controlled by four-wheel brakes, and powered with the quiet Studebaker L-head engine—this new Studebaker Standard Six Tourer will attract admiration on any boulevard. Its stout-hearted performance will win respect on any trail. The Standard Six Studebaker is officially rated the most powerful car of its size and weight in the world.

Proof of the inbuilt stamina of Studebaker cars is found in the reports of 1002 owners whose cars have been driven from 100,000 to 350,000 miles. As on all Studebakers, the equipment is unusually complete.

We invite you to try out any of the models.

HONGKONG HOTEL GARAGE
25, Queen's Road Central

STUDEBAKER
BUILDERS OF QUALITY VEHICLES FOR 75 YEARS

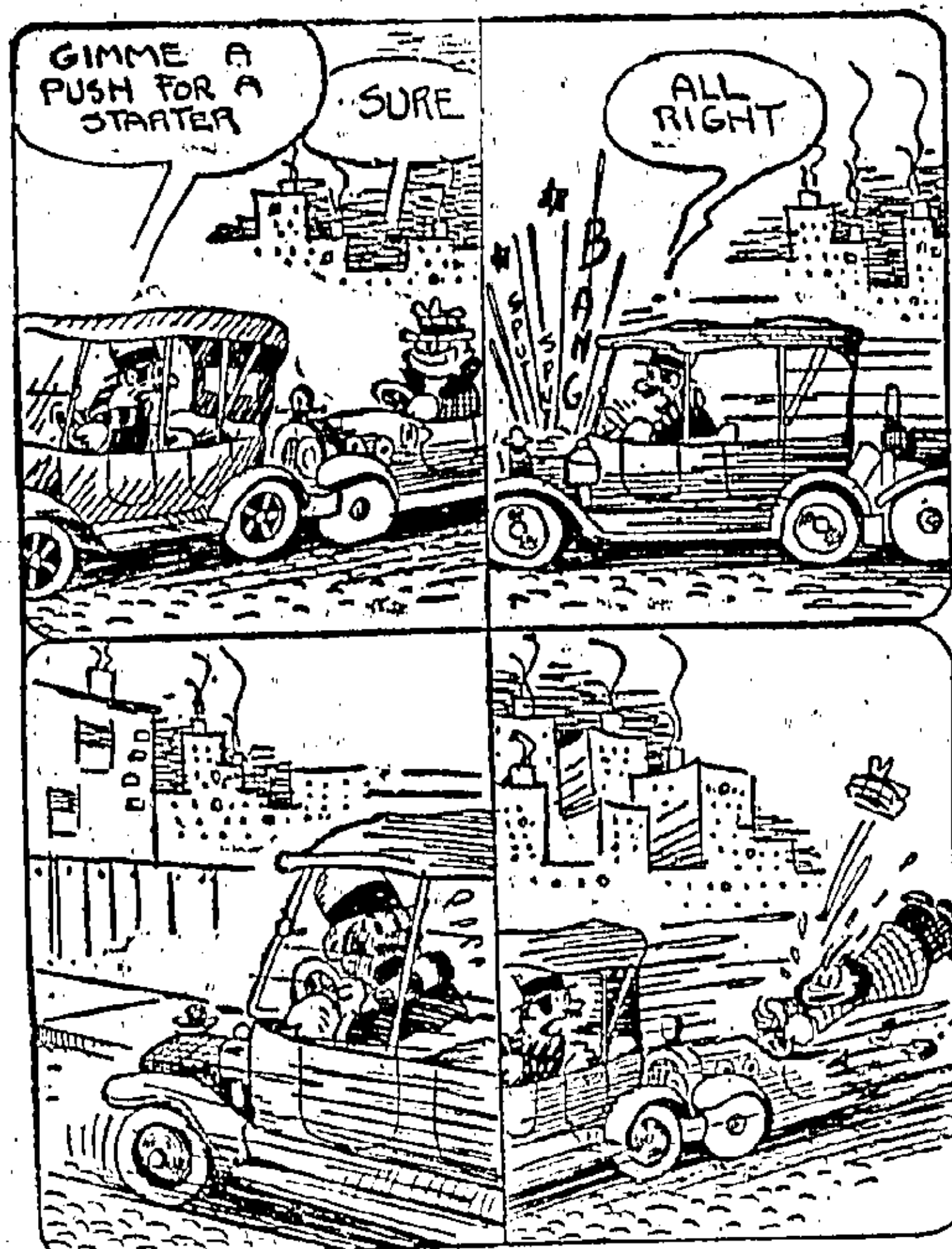


SOCONY
Gasoline
and
Motor Oil

STANDARD OIL CO. OF NEW YORK, 26 Broadway

ADVERTISERS
IN THIS
MOTORING
SUPPLEMENT
ARE REQUESTED
TO SEND
CHANGE OF "COPY"
NOT LATER
THAN WEDNESDAY
OF EACH WEEK.

For Rates and
Suggestions
apply to—
The Manager
"The Hongkong Telegraph"
Tel. C. No. 1.



BRITISH MOTOR INDUSTRY.

An Omnibus Capable of 50 m.p.h.

Six-cylinder pleasure cars do luxuries that travel at a high speed and yet offer luxurious comfort to the occupants are common objects upon our roads; and this principle of smooth-riding speeding upon the highway is now apparently about to be extended to the many, for the Star Engineering Company, of Wolverhampton, England, are marketing a six-cylinder twenty-seater low-loader bus chassis de luxe which behaves and handles better than do many six-cylinder pleasure cars, and which puts up a high rate of easy, gliding speed, with full load.

To the public this vehicle means practically railroad service at railroad speeds and rates upon the highway, with the discomfort of stuffy railroad compartments and forced stops at stations deleted. The boredom of the railway line disappears, for whereas on the railway one has no other type of traffic to watch, the road offers a variety of traffic and a view of towns and cities which keeps passenger interest fresh and keen.

To the proprietor of a rural or urban bus service the "Star Flyer" means just that saving in time upon the service of a route which makes all the difference between profit and loss for a bus that will cover a given route in half the ordinary time will naturally be ready for a second trip long before an ordinary bus would have completed the first.

In Great Britain nowadays this rapid inter-city and suburban bus service is developing at a rate hardly appreciated by the general public, and the coming of such a bus chassis as the "Star Flyer," with its good road manners, controllable speed and extreme hardness and resilience to wear, will open yet newer fields to that prosperous person, the bus service proprietor.

Constructed for Work.

Naturally one cannot expect a fast bus chassis to last for ever, for it does more work than does any other type of road vehicle. Some of the British buses cover 150 to 200 miles every day with a 2 to 3-ton load, which means about 50,000 to 60,000 fast and heavily-laden miles per annum. But the "Star" chassis has examples of longevity to show which are almost amusing in their disregard of the years. The oldest car on the road in Great Britain, and probably in the world, is a "Star" of 29 years of age owned by a resident of Stamford, England, whilst an Australian veteran of 23 is still doing daily work in Sydney, and is rivalled by several competitors of equal age.

With such a reputation behind it, the "Star Flyer" may be expected to stand up to punishment in a manner far from usual, for the standard of workmanship in the "Star" shops is extraordinarily high, and "mass-production" is a term which meets with no kind of regard in the Wolverhampton factory. The balance, fitting and material of a "Star" engine put it in the gold chronometer—as opposed to the Waterbury—class.

But, apart from all considerations of good workmanship and reputation, the specification of the "Flyer" is extremely arresting to the skilled engineer in its modern solution of commercial internal

combustion vehicle problems. For instance, the chassis is a "low-loader," with a loaded height of frame from ground of only 2 feet, yet the all-round road clearance is 10 inches—which means easy loading of either passengers or goods, and a complete ability to handle all ruts and road obstacles.

Engine Perfection. Then the engine is an overhead-valve unit offering a pull of 60 h.p. on the bench, with six cylinders and a seven-bearing crankshaft. Two overhead cobalt chrome valves are arranged in each combustion space, and the valve are operated by nicked steel chrome rockers and light steel push rods. Oil is fed from a pump to all overhead gear and gives full and definite lubrication. Cooling is also by pump in the very effective "series" method.

Every reciprocating and revolving part is balanced to an infinite degree of perfection, the connecting rod, for example, being balanced from two points. The result is an absolute and entire lack of vibration and noise at all speeds—in fact, a driver could safely take his hands off the wheel at 50 m.p.h.

The clutch is a double dry-plate of the type that is "fitted and forgotten," whilst the gear box offers four speeds and reverse, a luxury that bus drivers will certainly appreciate. The steering is so light as almost to merit the description of finger-tip, and controls are found on the wheel itself. The brakes are massive in size and operate by internal expansion on rear wheels. Front-wheel brakes can also be fitted, with special front axle.

The springing is semi-elliptic and of exceptional length. So effective is it that even with an unladen chassis one may ride at speed on the rear portion with comfort. The back axle is an extremely strong fully-floating bevel-drive, straight transmission type, and the wheels are detachable steel discs.

The material used in engine and chassis is of a quality rarely found, and is heat-treated in some cases to the extent of five separate operations. Gears and back-axle drive are of air-hardened nickel-chrome steel, axle-shafts of 60-ton nickel-chrome steel, the front axle is a nickel-steel, the front axle is a nickel-steel stamping, and even the frame itself is of nickel-chrome steel. All ordinary easily-fractured malleable castings are replaced by steel stampings with a breaking point of 40 tons pressure.

Orders Pouring in.

As the last word into quality, sweetness and pace, the "Star Flyer" is an object-lesson of what Great Britain can achieve in the matter of motor engineering. At 2500 the makers of the chassis are already overwhelmed with orders in the very home of high-grade vehicle chassis construction, and the future holds every promise of a heavy demand from all parts of the Empire. With its excessively strong construction, high ground-clearance, ability to handle a 3-ton load at speed, and ability to cover almost any route on top gear, the vehicle is peculiarly adapted for use in countries of big distances and poor road surfaces. It is a substitute for the railroad in both the matter of goods and passengers.—"Overseas."

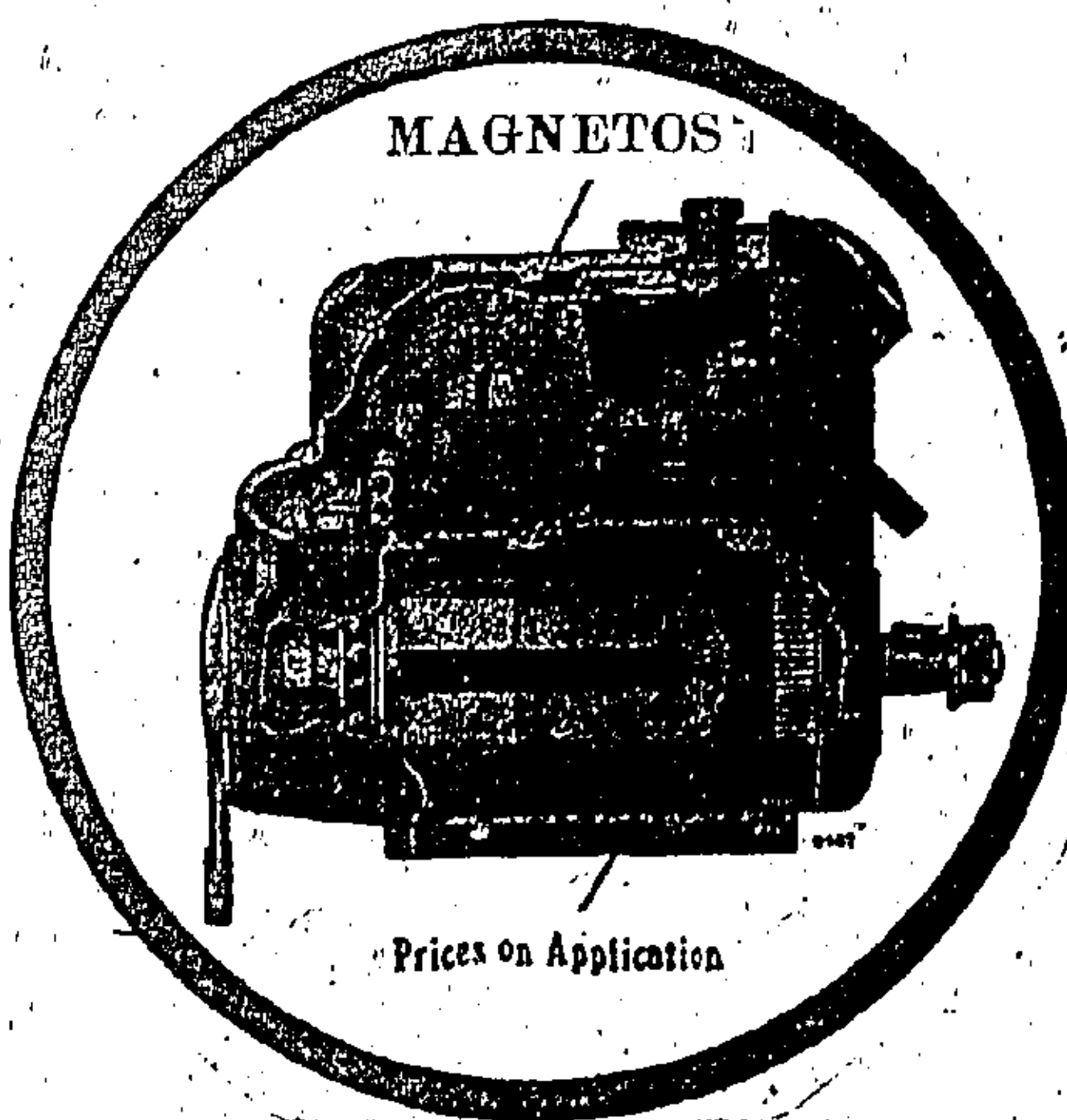
DRINKERS LOSE AID.

Although every owner of an automobile has to carry liability insurance in Massachusetts, an insurance company may cancel the policy of one against whom they have evidence of intoxication.

TO IMPROVE ROADS.

Nearly \$160,000,000 is available in 11 western states for construction and maintenance of highways during the next year. California expects to spend more than a third of this.

SCINTILLA



Prices on Application

THE HONGKONG HOTEL GARAGE.

Queens Road, C.

Telephone C. 4759.

OLDSMOBILE 6-CYLINDER MOTOR CARS.

110-1/2-inch wheelbase—30 x 5.25 Ballon Tyres—six 2-7/8-inch x 4-3/4-inch cylinders—19.84 horsepower (R.A.C. Rating)—L-head engine—crankcase ventilation (dual air cleaning and oil filter)—only 3 to 4 oil changes a year—four-wheel brakes—harmonic balancer—two-way cooling—three-way pressure lubrication—honed cylinders—high velocity, hot section manifold—double valve springs—silent timing chain—full automatic spark—thermostatic charging control—ballon geared steering—double offset, low gravity frame—easy shift, transmission—twin-beam headlights, controlled from steering wheel—Duco finish beauty of line—and many other features of demonstrated worth. This entirely new Model Oldsmobile will be available in the following types:

Series E Model 30	5-seater Standard Touring
Series E Model 30	5-seater De Luxe Touring
Series E Model 30	5-seater Standard Coach
Series E Model 30	5-seater Standard Sedan
Series E Model 30	5-seater De-Luxe Sedan

The first shipment of the Touring Cars due to arrive in August has been sold. Of the second shipment of six due in September, three have already been sold. Orders will be filled strictly in rotation.

THE GREATEST BUICK EVER BUILT.

Series 115 is powered with the famous Buick Valve-in-head 60 horsepower triple-sealed engine. The bore of this motor is 3-1/2-inch—stroke 4-1/2-inch—R.A.C. Rating 23.44 horsepower. Series 120 and 128 are powered with the famous Buick Valve-in-head 75 horsepower triple-sealed engine. The bore of this motor is 3-1/2-inch—stroke 4-3/4-inch—R.A.C. Rating 29.40 horsepower. These 1928 model Buicks will be available in the following types:

Series 115 Model 20	5-seater 2-door Sedan
Series 115 Model 24	4-seater Sport Roadster
Series 115 Model 25	5-seater Sport Touring
Series 115 Model 27	5-seater 4-door Sedan
Series 115 Model 28	4-seater Coupe
Series 120 Model 40	5-seater 2-door Sedan
Series 120 Model 47	5-seater 4-door Sedan
Series 128 Model 49	7-seater Touring
Series 128 Model 50	7-seater Sedan
Series 128 Model 50L	7-seater Limousine Sedan
Series 128 Model 54	4-seater Sport Roadster
Series 128 Model 55	5-seater Sport Touring

Vibrationless beyond belief—that is the outstanding fact about the Greatest Buick Ever Built. Here, at last, is transportation in which you forget the vehicle and experience only the delight of smooth effortless travel. All models have four-wheel brakes—Ballon Tyres—controllable beam headlights, with control switch on top of steering wheel—air cleaner—oil filter—fuel strainer—crankcase vacuum ventilator—automatic windshield wiper—jack—high pressure grease gun—tool kit—tyre pump—transmission lock—cowl or windshield ventilator—rear vision mirror—indirectly lighted instrument panel—as well as numerous other valuable and distinctive features. Of our first shipment of six of these 1928 Buicks, due to arrive in September, three have already been sold. Orders will necessarily have to be filled strictly in rotation.

G.M.C.—THE MODERN TRUCK.

This entirely new line of General Motors (G.M.C.) Trucks is powered by the famous 6-cylinder Buick Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

1-ton Model T-20—6-cylinder:

132-inch wheelbase 23.14 horsepower

2-ton Model T-40—6-cylinder:

136-inch wheelbase	29.40 horsepower
150-inch wheelbase	29.40 horsepower
162-inch wheelbase	29.40 horsepower

2-ton Model T-50—6-cylinder:

136-inch wheelbase	29.40 horsepower
150-inch wheelbase	29.40 horsepower
162-inch wheelbase	29.40 horsepower

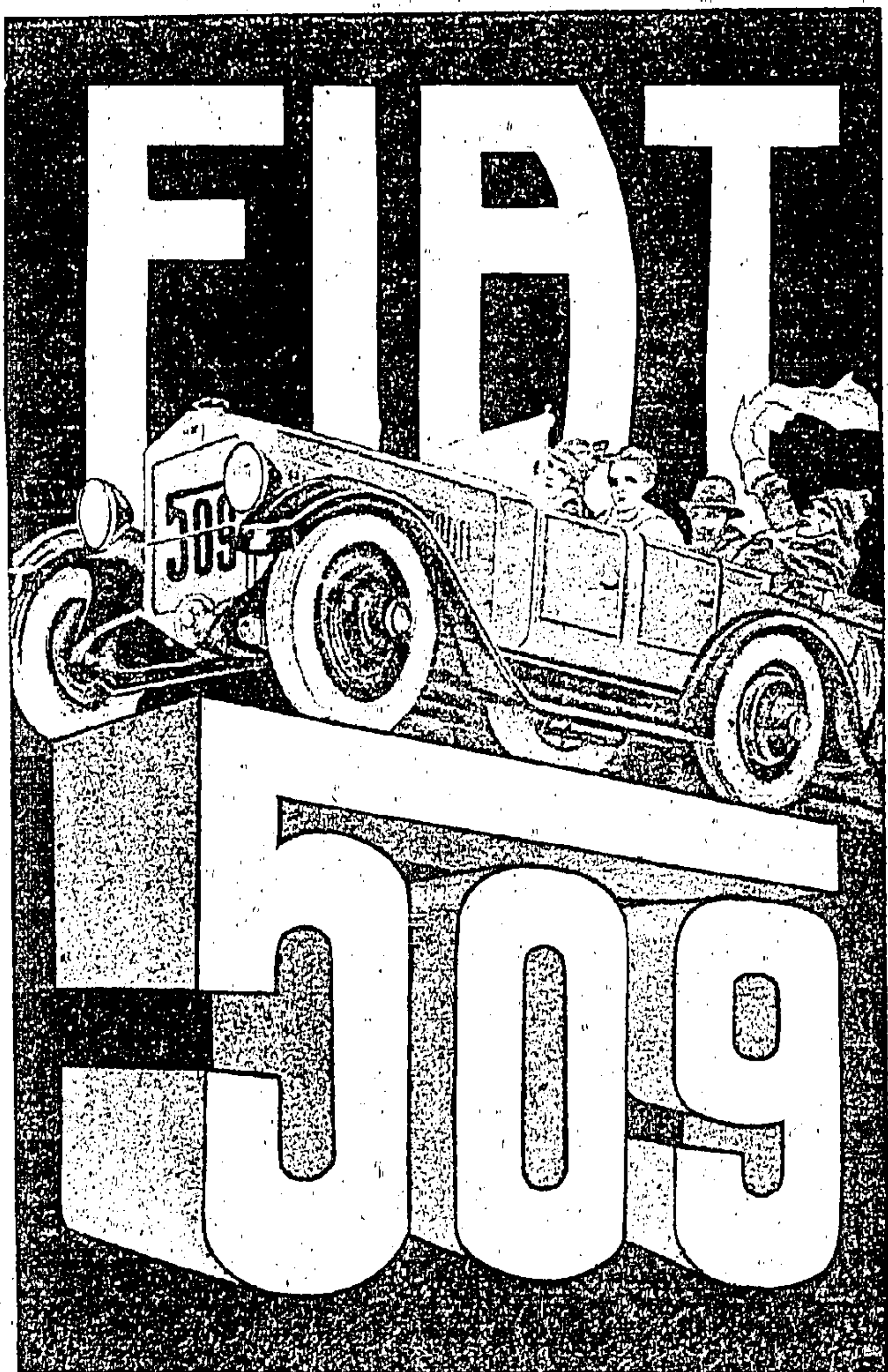
These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2 1/2 to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD - - - HAPPY VALLEY.

In These Days Economy Must Be Your Motto.



The Most Economical
Four-Seater Car Ever Built.

(Easy Terms to suit your Convenience)

MAY WE IMPRESS YOU BY DEMONSTRATING?

Sole Agents for Hongkong, Canton and Macao
SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.
Managers:—A. GOEKE & COMPANY.

SHOWROOMS

67, Des Voeux Road C.
Tel. C. 4321

WORKSHOPS

Caroline Road,
Tel. C. 3532

OFFICES

3rd Floor China Bldg,
Tel. C. 2221

LARGER AUTO SOCIETY.

The Society of Automotive Engineers, backbone of motor advancement in the United States, has just taken in 258 more members. This brings its total membership to 6,500.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied.
Free Mechanical Advice.
Associate Membership of the R. A. C. and A. A. London

All Communications for Membership etc. to
REV. G. E. S. UPSDELL,
Hon. Secretary,

P. O. Box 116.

CORRESPONDENCE.

Motoring in Lapland.

[To the Editor, Hongkong Telegraph.]

Dear Sir,—You may interested to know that, following upon my recent tour of eleven countries in eight weeks, I am starting off again on July 8th, with the object of finding how far motoring may be possible in Northern Europe.

I have taken the liberty of enclosing you a few notes, in case you might find them some use.

Yours, etc.,
MILDRED BRUCE.
The Woodbines,
West End,
Essex, Surrey.

July 1, 1927.

(The notes are given herewith.)
The Hon. Mrs. Victor Bruce, who recently returned from a lightning tour of 9,000 miles in Europe and Africa, is now proposing to set off again with the object of penetrating ultimately as far beyond the Arctic Circle into Lapland, as it is possible to drive a car.

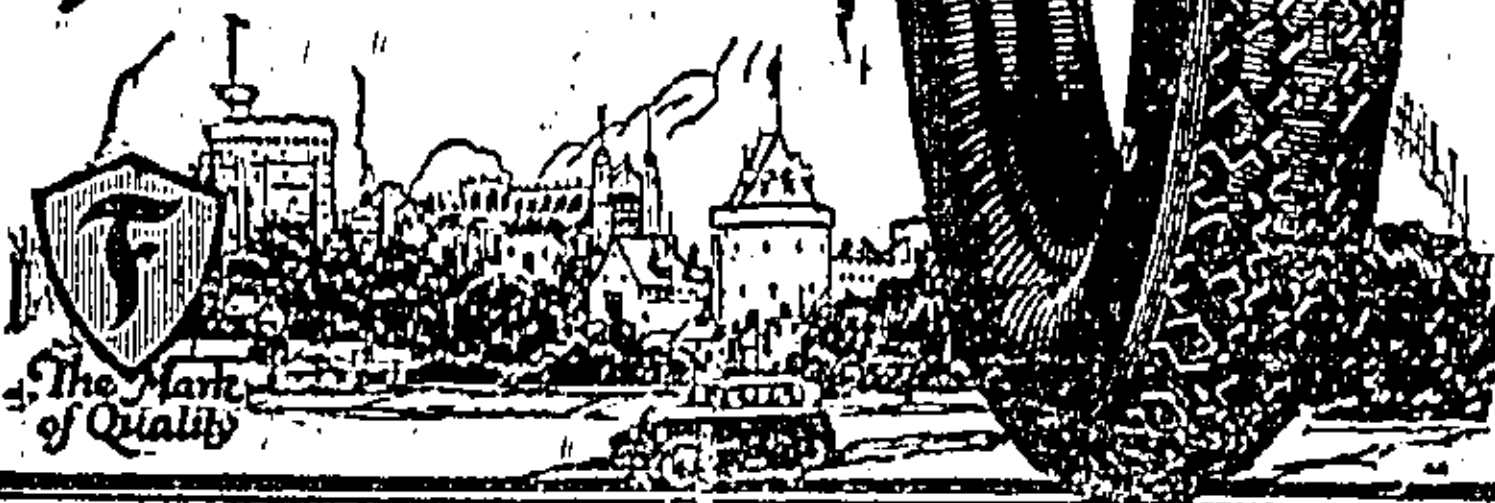
She will start from London on July 8th, crossing to Ostend, and her route will take her through Belgium, Holland, Germany and Denmark into Sweden. After paying a visit to Stockholm, Mrs. Bruce, accompanied by her husband and a friend, will start Northwards into Lapland and Finland. She will then cross the Arctic Circle and journey forth into the unknown where motor cars have never been.

Pioneer Service

A consistent leader and pioneer of tyre manufacture, Firestone Gum-Dipping process produces a remarkable cushioning resilience that means greater motoring comfort and freedom from annoying tyre changes. Made in all standard and millimeter sizes.

Made within the Empire.

Firestone



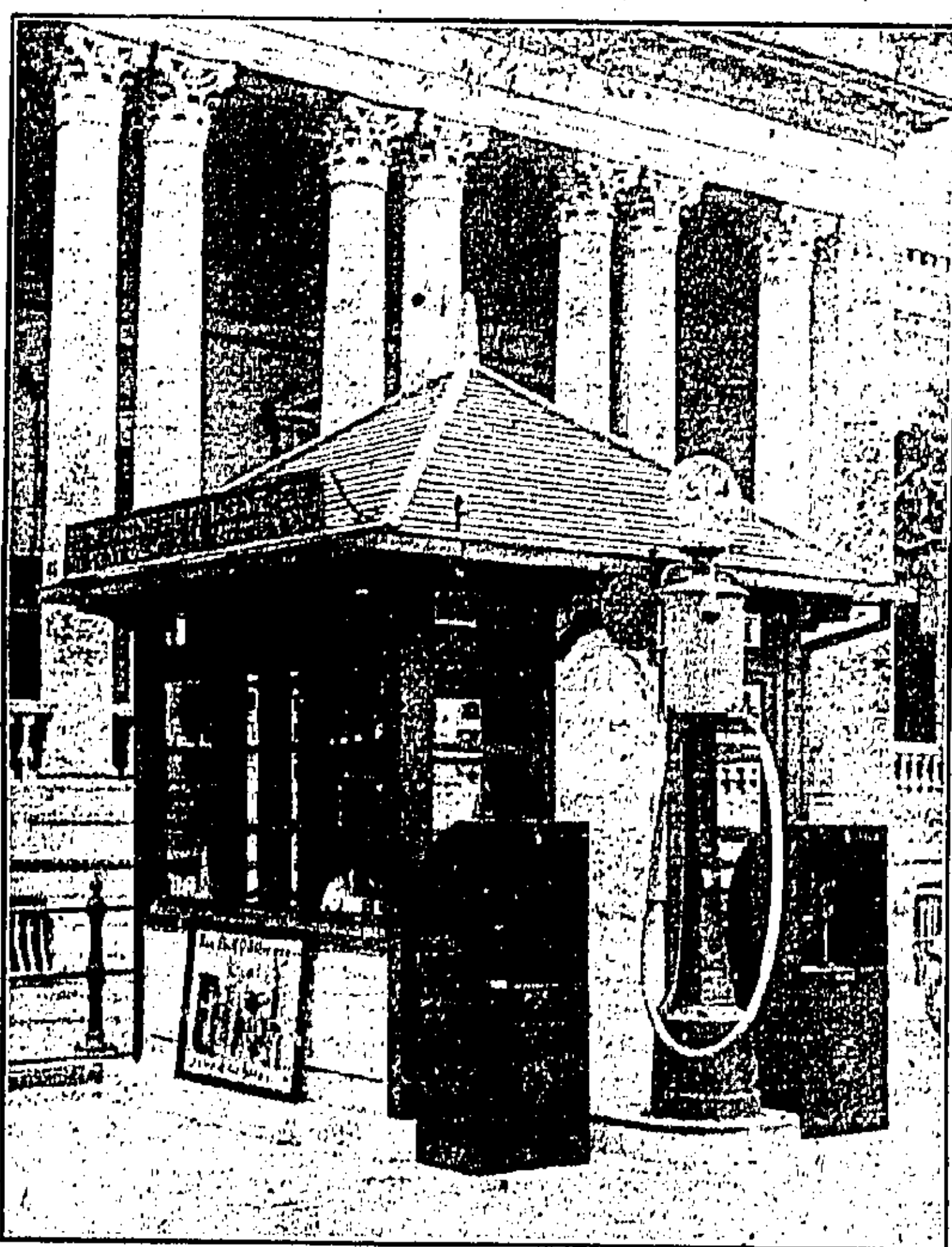
THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

MOTOR SHELL MOTOR
SPIRIT OILS

FREE AIR — FREE WATER



CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

LONDON'S HUMOUR.

Cockney Spirit Survives.

Visitors to London from the Dominions and foreign countries who bewail the passing of the old-world atmosphere, would be surprised if they knew how much of the old whimsical Cockney spirit survives beneath the less picturesque surface.

Taxicab drivers, for example, live very much in a world of their own, as did the horse-drawn drivers of years ago. They have their own language and customs, and their own queer sense of humour.

A lifelong Londoner would be mystified if he heard one driver say to another:

"When the gaffs burst I picked up in Shaftesbury Avenue went to the Rat's Hole, and took another fare up to the Cold Blow."

The other driver, however, would understand that his friend had picked up a fare when the theatres emptied, had taken him to Charing Cross Railway Station yard, and afterwards had taken another fare to St. Pancras Station.

Theatres as "Gaffs."

All theatres are known as "gaffs" to taxicab drivers and omnibus men alike. Charing Cross station yard has received the name of the Rat's Hole because in old days many rats were said to scamper about there. St. Pancras again is called "Cold Blow" because drivers say it is the chilliest windy place in London.

The County Fire Office, at the corner of Regent Street and Piccadilly Circus, is known to taxicab men as "The Firebox," and the Army and Navy Club, in Piccadilly, is "The In and Out" to them, just as it is known to the members, because of the "In" and "Out" signs at either end of the entrance drive.

Most of the cab shelters have nick-names. The shelter in Kensington Road, near Kensington Palace, for instance, is called "All Nations," because drivers from all parts of London collect there. "The Kerstone Hotel" is the name given to the shelter in Euston Road.

On the journey as far as the borders of Lapland, Mrs. Bruce is carrying out an official survey of the roads in the countries traversed, and especially of Sweden, of which very little seems to be known regarding motoring conditions, on behalf of the Automobile Association. Beyond that point, Mrs. Bruce wishes to explore with the object of gathering material for the book which she will write at the end of the journey. By the way, "9000 Miles in Eight Weeks," Mrs. Bruce's account of her recent tour, is due for publication early in July.

In contrast with other expeditions of this kind, Mrs. Bruce is making no special provision whatever, and will use the same 6-cylinder A. C. Fabric Salloun as on the African Tour.

On the outward journey, the coast road will be followed to the head of the Gulf of Bothnia, whence only tracks exist. Eventually it is hoped to reach the shores of the Arctic Circle—and the homeward journey will be carried out by an inland route.

In the South, a detour will be made into Norway and a visit paid to Oslo.

Mrs. Bruce anticipates having to do much of her driving in the far North by compass, this does not worry her, but she is not looking forward to the prospect of encountering packs of starving wolves. The party will naturally take the precaution of going armed into the wilderness.

It is intended to do this trip in Mrs. Bruce's usual lightning fashion, and she is actually setting herself a schedule of 300 to 400 miles per day, where conditions permit. She hopes to be back in London within a month, by which time something like 6,000 miles will have been covered.

Partly as a source of amusement, a wireless set will be carried in the car, but it is hoped also to collect valuable information on broadcast reception conditions in the Arctic.

P.S. Mrs. Bruce would like to add that the connexion of the Automobile Association is in no way an official trial of the car itself.

Touts.

(To the Editor, Hongkong Telegraph.)

Sir,—Now that the taxi-cabs have faded away, does it not seem rather unfair and unwise, to continually prosecute the people who have stepped into the gap by placing cars on the streets for public hire? Several cases have been recorded during the last month or two where fines have been imposed on these people. Should not every encouragement be given to any enterprise which is really of public benefit?

Yours, etc.,

APPRECIATIVE.

Hongkong, August 17th.
(Our correspondent is evidently labouring under a misapprehension. The Traffic Authorities do give every encouragement to people who desire to operate cars for public hire, but they rightly refuse to allow agents to create a public nuisance by touting for fares. The practice of touting is particularly annoying, and the sterner the measures to repress it, the better.)

RACING ON THE HIGHWAY.

Foolish Drivers' Conduct.

Racing on the public highway is, of course, a most reprehensible practice. But quite peaceful motorists are often led into what is generally known as a "dust up" by the behaviour of other drivers, says a writer in the *Daily Mail*.

On a main road near London the other day I watched an incident which illustrates this point. A motor-car was proceeding at a leisurely pace on the correct side of the road. The driver of another car sounded his horn to indicate that he was about to pass. He received the "pass me" signal from the other driver, but just as he was about to do so and when the two cars were abreast the driver of the car on the near side of the road accelerated. And that is how the trouble began and how it often begins.

Having received the signal to pass, the driver of the car who sounded his horn naturally expected to receive a clear passage. When the other driver speeded up he naturally became very angry. His anger, however, was expended in the wrong direction. He accelerated too. This spurred on his rival, and two normal and I suppose ordinarily peaceful citizens, looking as though they hated each other, were soon dashing abreast along the highway to the danger of themselves and other road users.

What was the result of this contest I cannot say, as both cars disappeared at a ridiculous pace round a bend and were lost to sight.

Both drivers were very foolish. But my sympathies were with the man who wanted to pass, was invited to do so, and was then challenged. The racing instinct is strong within us all and temptation is often very hard to resist. The fact that driver wants to pass you does not necessarily mean that he wants to race you. He may be in a hurry to keep an appointment.

Temptation to Race.

But some driver hate to be passed. Such a driver considers to hoot of a horn behind him as a kind of insult to the capabilities of his car, especially if the approaching car is of less horsepower than his own. This type of driver is almost as annoying as the one who signals you by and then tries to race you.

When you sound your hooter he looks round in an injured manner and accelerates. He does not want to go fast himself but hates the idea of being passed. Not wanting to race, you drop behind. When he finds that he has outpaced you he slows down again. Your car arrives on the scene once more and your progress being impeded and being in a hurry, you sound your hooter again.

Once more he steps on the accelerator.

Most motorists have had this experience. It is a direct temptation to engage in a race. But it is always wise to resist temptation.

The offences outlined above are becoming all too common. If a driver gives the "pass me" signal he should stand by it. If a driver sounds his horn indicating his desire to pass, the other driver should give way or proceed at a speed which will not impede the driver of the following car. To do otherwise is the height of bad motoring form.

RACING AFLOAT.

International Fight for Royal Trophy.

(By Captain de Normanville in the *Daily Chronicle*.)

Motor boating seems this year to be developing a good deal in this country, a number of well-known motorists being recent converts to the sister charms afloat.

A further fillip to this development will be obtained from the Duke of York's Trophy event, for which a real international fight is already assured.

Three French entries have now been made definite, two from Dr. Etchegoin—who competed last year on Sadi III—and one from M. Jean Houet, who will race Bambino III, with an engine of his own design. It is also probable that there will be two German entries that of Mr. R. C. Kreuger, who also competed last year, being already accepted.

And Mr. J. H. Rand is coming over from Tonawanda, New York, to show the paces of his boat, Little Spitfire, which is reputed to have a remarkable turn of speed.

Britain's Entries.

At the moment there are only two British entries, those of Miss Carstairs, who won last year with Newg, and Mr. Johnston-Noad with Miss Betty II.

The event is for teams of three men and a half litre International Class Boat, Great Britain being the present holder.

The races this year will be on Southampton Water, a series of three being held over a course of approximately 30 sea miles.



Nearly 5,000,000 families in the United States were asked whether they owned a telephone, a piano, a radio and a motor car. Fifty-six and five-tenths per cent. of the families said they had telephone service, 40.4 per cent. pianos, 24.1 per cent. radio sets, 6.2 per cent. automobiles.

Driving a strictly stock, stripped Chrysler Imperial "30" roadster, Ralph De Palma, famous racing driver, on the Atlantic City, N. J., mile and one-half track, averaged 89.072 miles per hour for 30 miles.

Up to the 56th lap when the shoe on the right front tyre ripped partly off, De Palma averaged 90 miles an hour making each lap in 60 seconds flat. The breaking of the shoe slowed down the car somewhat but did not prevent De Palma from finishing the 90 mile test. The best previous record in the United States for strictly stock car performance was 86.249 miles per hour.

The car was stripped of fenders, running boards, license plates, windshield and extra tyre but was changed in no other way. The previous record for stock car performance was also made on the Atlantic City track.

France has 397,000 miles of highways, Germany 200,000 miles, England and Wales 153,198, Australia 104,764, Yugoslavia 44,590, Italy 43,337, Sweden, 48,000 and Denmark 28,300.

Canada produced 205, 116 motor cars and trucks in 1926, France 200,000, England 198,699, Italy 64,760 and Germany 54,500.

Experience in the United States with the constantly growing volume of motor vehicular traffic makes clear that if a country wishes to decrease the hazard to life and property or provide for traffic needs of the future there must be a plan of street and highway systems and individual thoroughfares must be designed with safety in mind.

The problem of safety is closely linked with health, thrift and many other elements which taken together make up the great problem of developing finer citizenship. Educational leaders of the country are now endeavouring to weld together the essential elements of a more fundamental and far-reaching course in citizenship for the public schools than any that exists at present.

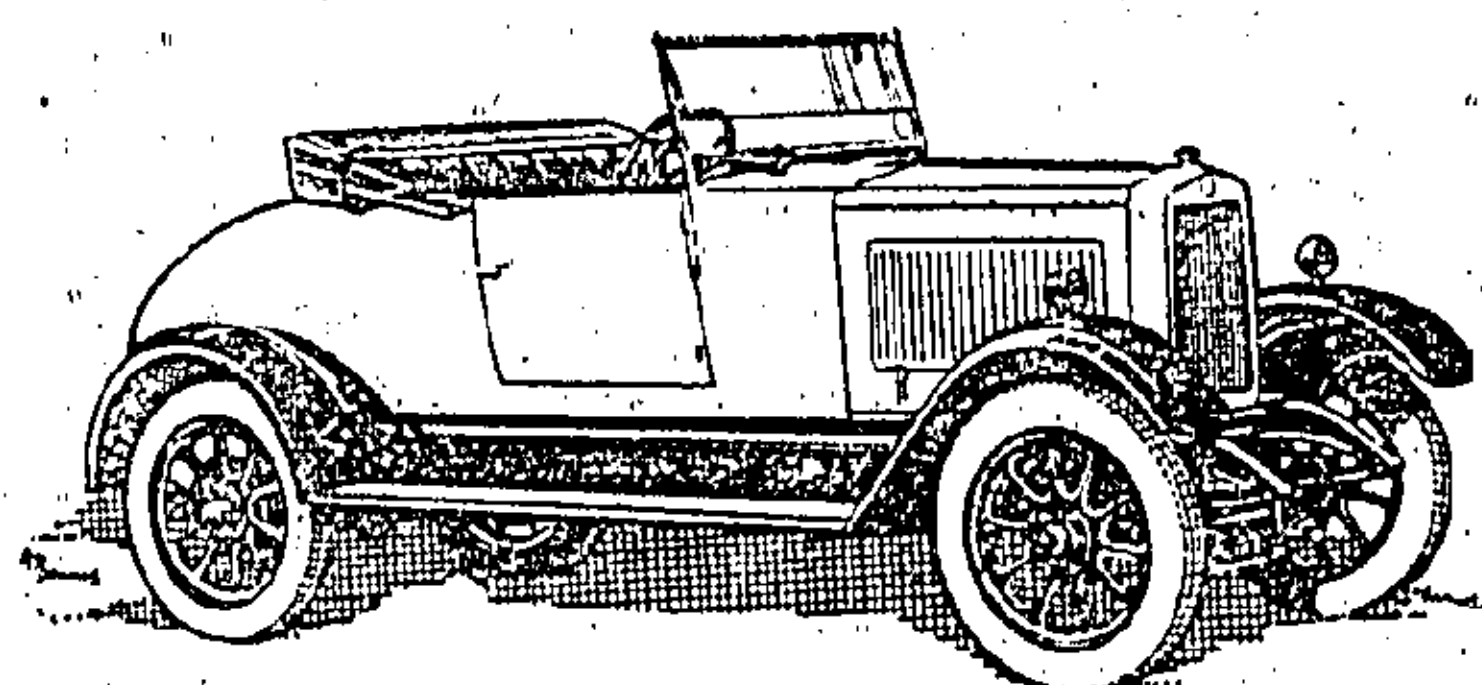
Busy traffic streets must not be used as playgrounds but there should be playgrounds accessible without the necessity of crossing busy traffic streets.

Elimination of grade crossings either by relocation of highways or by grade separation, constitutes the only perfect solution of the problem which must be carried on under a proper programme first eliminating the dangerous crossing on thoroughfares carrying the heavy traffic.

Special traffic courts are recommended in the United States for the larger cities and special sessions of the general courts for smaller cities.

Ten per cent. of all families in the United States have more than one car. Eighteen per cent. of all car-owning families have more than one car.

UNIVERSAL.



Eleven months ago the Morris was made a "World" Car. Extra strength of Chassis, extra suspension comfort, extra cooling efficiency were all embodied, so that motorists in every country and every climate might enjoy these advantages of Morris motoring, which in England, make the vast majority of motorists choose Morris.

And now right around the Globe: in Europe and Ecuador, in Australia and Africa, Canada and China, in Turkey and Trinidad the same enthusiasm prevails—In Australia alone, 912 Morris sales are just reported in one month.

It is surely wise before buying a car to investigate this universal enthusiasm—to try out a—

MORRIS

The Wheel of the World

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Car Sales and Accessories.

Service and Parts.

Phone C.4759

Phone C.4602

CLEAR
TEXACO
MOTOR
OIL

TEXACO
GASOLINE
THE VOLATILE GAS

DISTINCTIVE
UNIFORM
QUALITY

YOU SAVE DOLLARS

As a small peace-offering we will give the buyer of any of the following motorcycles the choice of an Al Insurance Policy or a Speedometer fitted to his mount. In addition, we make a specially favourable price for cash.

This offer is for 30 days only, whether for cash or hire purchase plus 90 days free service on his mount.

It will pay you to buy now.

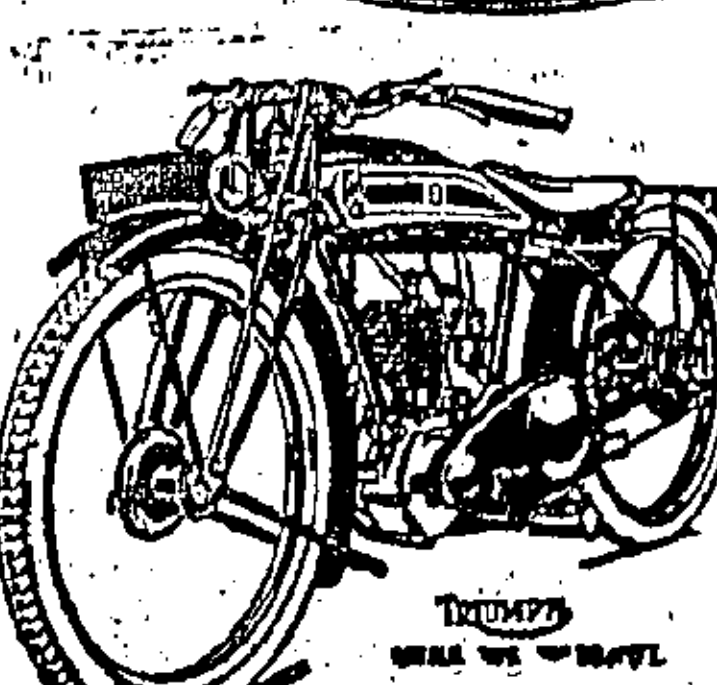
FRANCIS BARNETT

Model 4 £36.10.0
Model 5 39. 0.0
Model 9 45. 0.0

A. J. S.

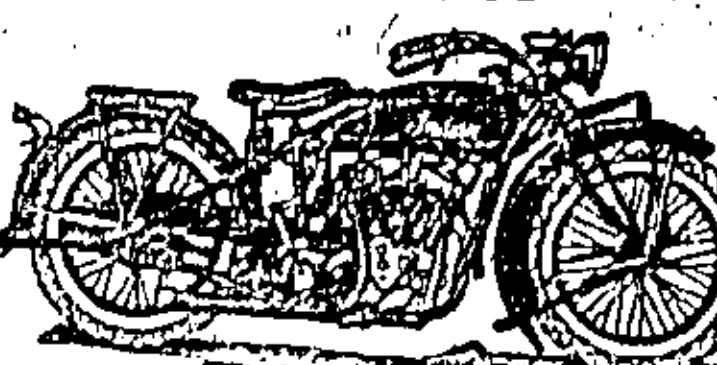
Model H1 £116.10.0
Model H3 65. 0.0
Model H5 61.10.0
Model H6 65. 0.0
Model H8 73. 0.0

TRIUMPH



N. Standard £55.0.0
N. De Luxe 60.0.0
TT 61.0.0
SD 72.0.0

INDIAN



Indian Prince G.£265
Indian Scout 370
Indian Chief 380
Indian Big Chief 390

DOUGLAS

Douglas EW. £59.0.0

Why not call and let us tell you about our EASY TERMS. How simple they are, and how considerate!

We can promise you an enjoyable chat, and you will not be pressed to make a purchase.

ALEX. ROSS & CO.
(CHINA), LTD.

Prince's Building, 2nd Floor.
Ice House Street Entrance.

MORE GOOD ROADS.

The province of Quebec, this year, will spend some \$10,000,000 for construction and maintenance of good roads. More than half will be spent for new paving.

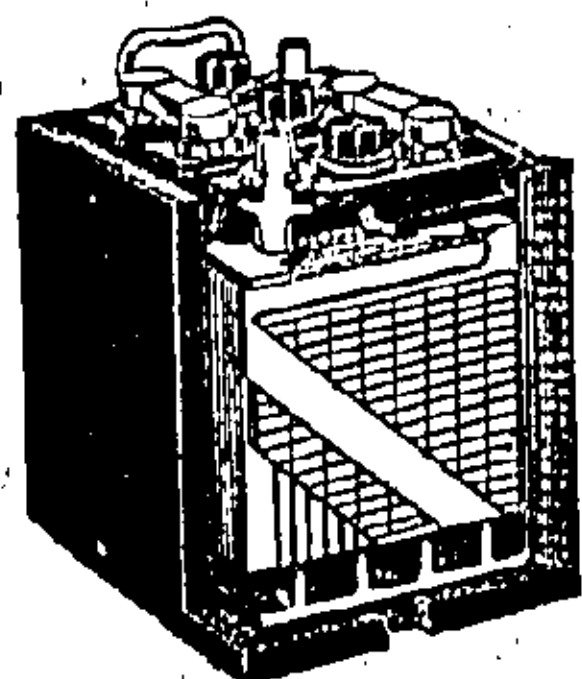
NEW RUBBER CENTRE.

Los Angeles is rising as the second rubber centre of the United States. Branches of large Akron factories are being built there.

Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience

VOLTS	AMP. HOUR CAPACITY	TYPE	CASE	BATTERY	IN INCHES L. W. H.	PRICE EACH	REPLACEMENT GROUP
6	15	63 MR	RUBBER	4X7X9 64	17	CYC	
6	20	611 RHK	DO	6X9X9 94	33	1	
6	25	A-613 JF	DO	7X11	35	1	
6	30	A-611 SH	RUBBER	9X17X9 94	47	5	
6	40	A-615 JF	DO	10X17X9 94	50	5	
6	50	A-613 SH	DO	10X17X9 94	50	5	
6	60	A-615 SH	DO	10X17X9 94	50	5	
6	75	A-615 JKH-2	WOOD	11X17X9 94	57	5	
6	100	A-617 SH	DO	13X17X9 94	70	6	
6	125	A-617 SH	DO	13X17X9 94	70	6	
6	150	A-127 SH	WOOD	13X17X9 94	70	6	
12	30	1211 AHS	DO	17X17X9 104	75	7	
12	67	1211 SHK	DO	17X17X9 94	85	12	



GROUP NO. Prest-O-Lite

1. Studebaker Light & Std. Sizes, Coaster, &c.
2. Studebaker Big & Spec. Sizes, Chrysler, &c.
3. Case, Cole, Cunningham, Oldsmobile, &c.
4. Buick Std., Chevrolet Essex, Ford, &c.
5. Buick M., Chrysler, Hudson, Oakland, &c.
6. Hupmobile, Packard 8, Willys Knight, &c.
7. Dodge, Gardner 8, Graham Bros Truck, &c.
8. Locomobile, Mack Truck, Rolls & White.
9. Cadillac Special Battery.
10. Cyc Motor Cycle Battery—Harley, Indian, &c.
11. M/C MORRIS replacement Battery.

Prest-O-Lite

HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

25, Queen's Road Central

Tel Central 47 9.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

EXCLUDING DIRT FROM THE ENGINE'S "VITALS".

Frequent draining of crankcase oil, periodical cleaning of the oil strainer and occasional removal of the dirt which has been deposited in the oil-pan are very necessary, especially with engines that are not equipped with air-cleaners and oil filters, the former of which prevents dust from entering through the carburetor and the latter catches and retains in the filtering unit, solid particles held in suspension in the engine oil. With engines fitted with these two devices, a charge of engine oil can be used for a much greater mileage, the strainer is much less likely to become clogged, because the filter catches much of the solid material which would otherwise be deposited upon it, and the oil pan requires to be cleaned at much longer intervals. There is one serious danger to an engine from dirt carried with the oil, which is not generally recognized and this is the liability of its clogging the oil passages, which lead from the pump to the main bearings and thence to the connecting-rod bearings, these passages consisting of copper tubing and channels drilled in the metal of the block and of the crankshaft. The obstruction of any one of these passages means that the bearing, which it supplies will sooner or later overheat and probably burn out and that the adjacent cylinder walls may become scored. It is the recommendation of many manufacturers that these oil-leads from the delivery, through the crankshaft and connecting-rod ends, be tested once a season or oftener, to demonstrate that they are free, by blowing through them with air pressure. Sometimes the operator may be warned that an oil lead is clogged by an abnormally high reading of the oil-gage, which cannot be otherwise accounted for, and when such excessive oil-pressure is noted the oil-delivery to all bearings should be checked up as a precaution against serious bearing trouble. If oil is changed before it becomes

very dirty, and if the oil pan is kept free of deposited dirt, the liability of obstructed oil passages is lessened and engines with air-cleaners and oil-filters are more nearly immune from this trouble than are those not so protected.

Coil-Vibrator Adjustment.

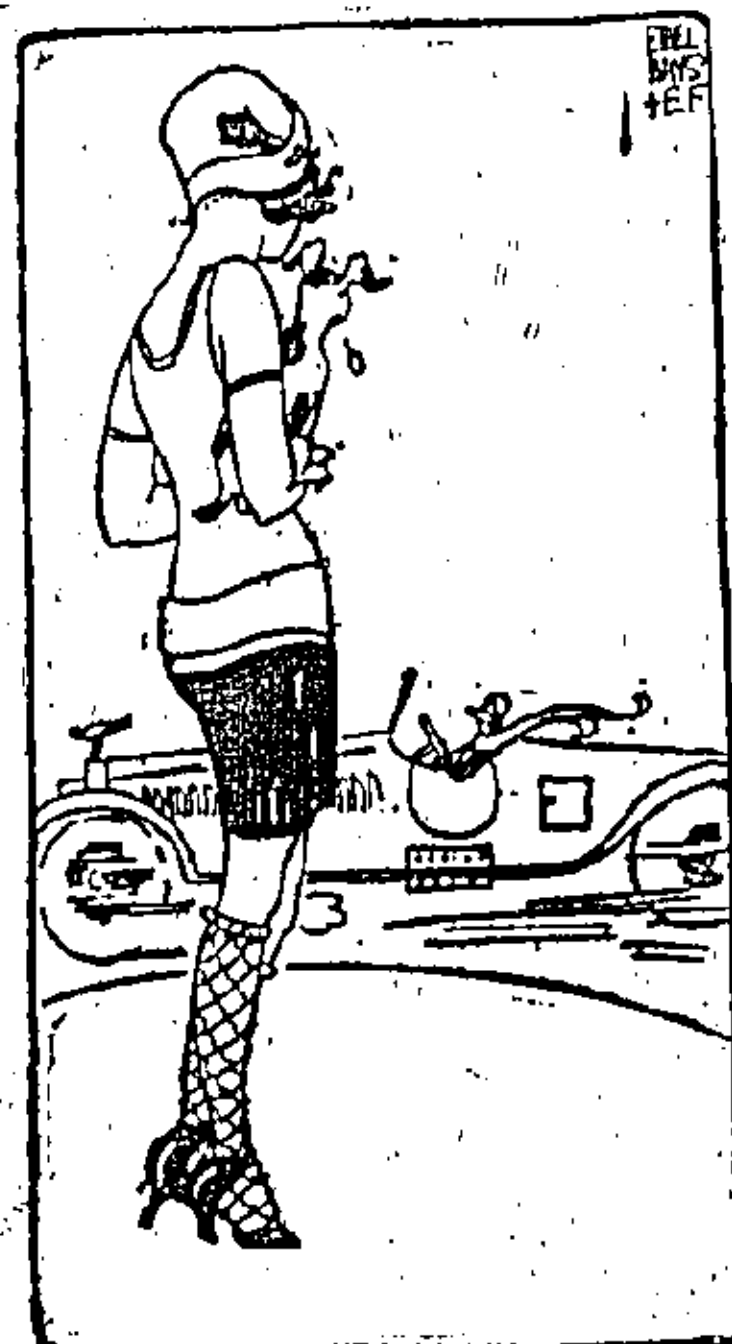
Question:—In adjusting the vibrators of Ford coils, how is the setting obtained that will be most economical of battery current? Is this when the adjusting screws are turned down as tightly as possible? How can these vibrators be made to operate most noiselessly?

Answer:—We don't know what setting will give the lowest current consumption, but the setting recommended by the factory is made by turning the adjusting thumb-screw until the distance from the underside of the vibrator to the core of the coil is a trifle less than 1/32 inch. By inserting a low reading ammeter into the battery circuit to the coil, is the only feasible way of determining the minimum current setting, but it seems to us that the amount of current used is of slight practical importance. We should imagine that screwing the vibrator down would increase current consumption on account of increased spring tension of the vibrator, but the increased closeness of the vibrator to the core might offset this. We know of no way to reduce vibrator noise, but, of course, a distributor ignition unit can be substituted for the vibrator-coil outfit and all ignition noise done away with.

A Common Trouble.

Question:—What is wrong with my car? Every time I start it jerks and jumps for about one hundred yards and then, when the engine begins to run steadily, it runs all right. It operates perfectly except for this jerky action. New timer and coil-points have been put in, but made no improvement.

Answer:—There is nothing wrong. Every car we know of does the same thing, until the engine becomes warm and really it is rather remarkable that your engine begins to run steadily so soon. This is one of the annoyances that every motorist has to put up with. By holding the choke partly closed, when you first start the car, you may find the engine will run more steadily and by idling it until the water is warm, it should start the car and run with less jerking, but it is hardly worth while doing this. Don't let this trouble bother you, but be thankful that it is no worse!



Many a girl who can run an eight cylinder car can't operate a one cylinder stove.

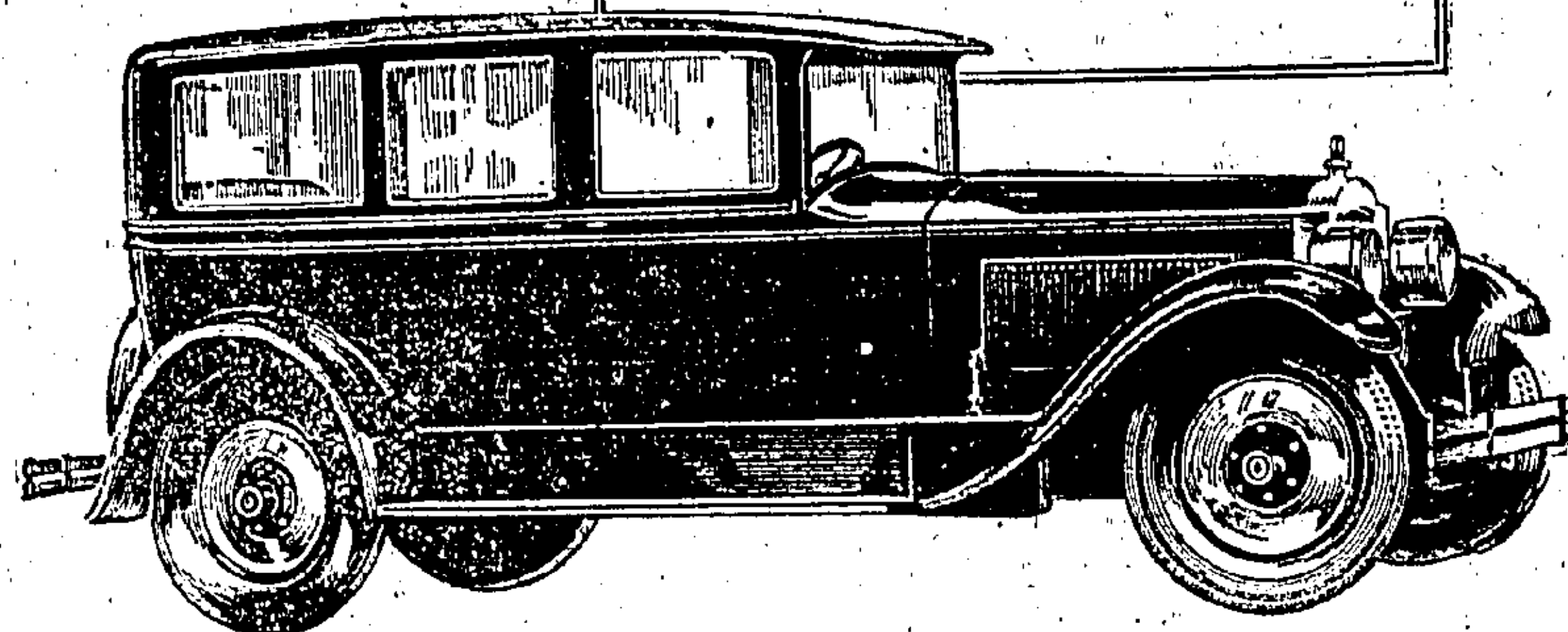
TO-DAY'S MOTORING HINT.

How to Avoid Skidding.

A skid is usually due to one of the following causes: sudden and violent braking; jerky movements of the steering-wheel when changing direction; cornering too quickly or harsh use of the accelerator.

If a modern car is driven gently and the above faults avoided there is little danger of a bad skid.

It should be remembered that wet roads in summer are often more dangerous than is the case in winter, especially when a shower follows dry spell. Some of the new roads are extremely slippery in these conditions and extreme care should be taken on a stretch of road with a pavement like carpet.



Charm—There is an irresistible charm in the simple dignity of Packard lines—a slender, well bred appearance as appealing to the man of affairs as to the woman of fashion. Probably no other car in the world has attracted so many distinguished owners.

But Packard's prestige is based upon

something more than external grace and beauty. Every owner, regardless of his mechanical knowledge, senses the superiority of the improved Packard chassis. A matchless agility in traffic—and on hills—plus an ability to maintain thrilling speeds hour after hour are renewing, for many, the sheer delight of motoring.

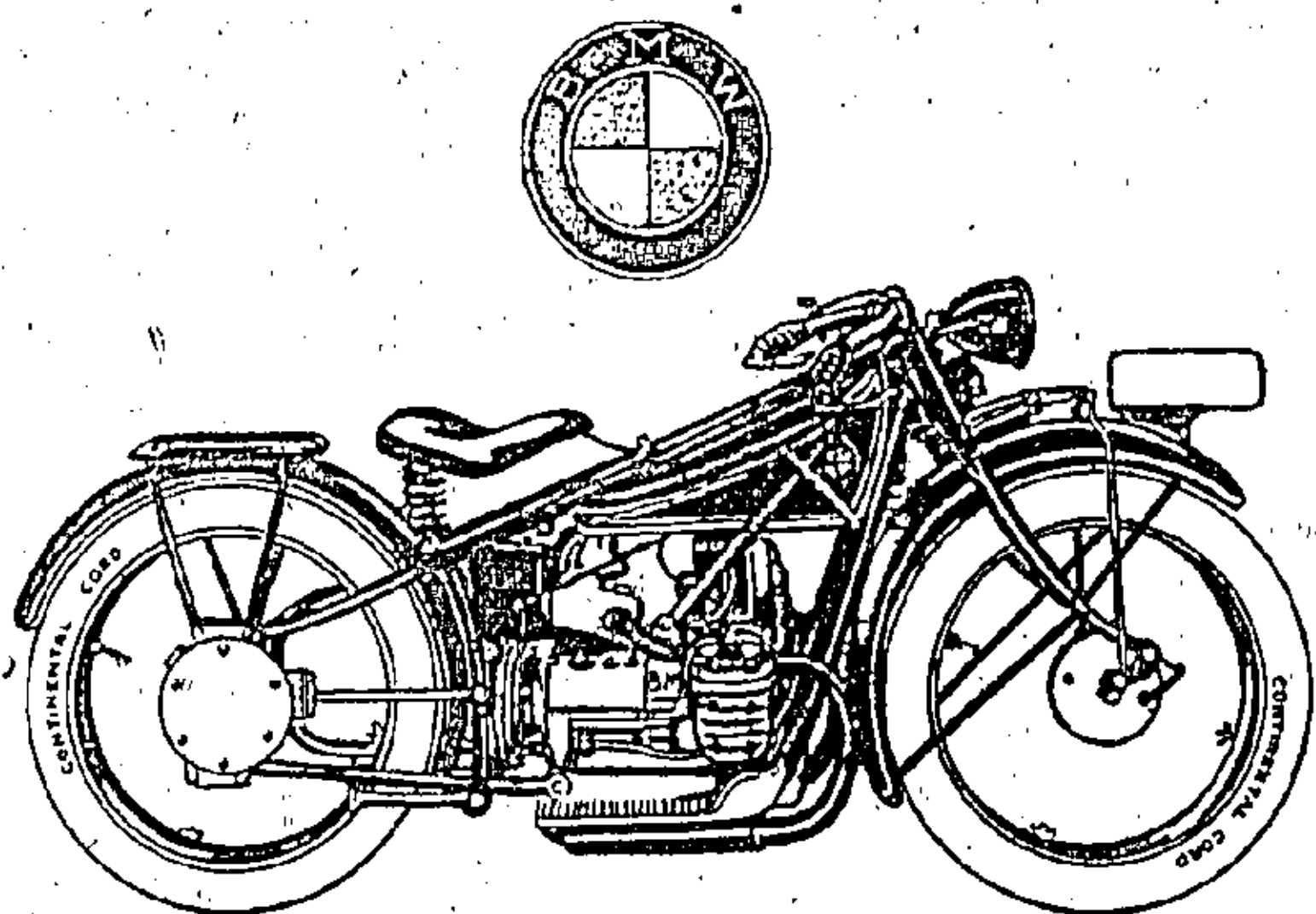
ASK THE MAN WHO OWNS ONE

P A C K A R D

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1240 or 1247.
33, WONG NEI CHUNG ROAD, HONG KONG.

THE B.M.W. TOURING MOTOR CYCLE

WHICH WON THE ITALIAN TARGA-FLORID RACE, 1927



12 B.H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R.42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

- Engine entirely water and dust proof.
- Double Frame throughout.
- Increase of engine power to 12 brake horse power.
- Rims suitable for normal or balloon tyres.
- All gearing effectively enclosed in oil-tight casings.
- The universally recognised advantages of shaft-drive.
- Bosch head and rear lights—Speedometer—Horn.
- All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

REDUCED PRICE H.K. \$830.00

Sole Agents:—CHIEN HSIN ENGINEERING CO.

First Floor, Asiatic Building.

QUICK STARTING

NON WASTING

HEAT RESISTING

SHELL MOTOR OIL

(BLENDED)

SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,
ASIATIC BUILDING.

AS GOOD AS SHELL SAIRIT



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

TO AMERICA

Booking made on all Trans-Pacific Lines.

Through tickets to any destination in United States or Canada.

Through tickets issued via Suez Route and Europe. All tickets issued at tariff rates.

Overland trips through North China, Korea and Japan. Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

For complete information apply

THE AMERICAN EXPRESS CO., Inc.

Phone C. 4025.

4a, Des Voeux Road Central.

THE WORLD LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON,

58, Nathan Road, Kowloon.

Splendidly situated in the Heart of the European section. Competent, experienced hairdressers assuring stylish cut. Elegant equipments and good sanitary conditions throughout.

Most up-to-date machine and method for Permanent Wave. Price very reasonable.

We open daily from 8 a.m. to 8 p.m. except Sundays, when the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

ELECTRICAL ENGINEERS,

Tel. Central 358

Hongkong

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

THE SOVIET AND THE T.U.C.

BITTER ATTACKS MADE RECENTLY.

The Russian Communists have let loose a general attack on the General Council of the Trades Union Congress. The Central Council of the Russian Trade Unions which was followed up in *Workers' Life*, the official Communist organ in this country, with a page article headed "A Story of Broken Promises: How the General Council betrayed Anglo-Russian Unity." The offence of the General Council is simply that it has declined to make itself the agent and tool of Communist policy both in this country and in the affairs of the world at large and that it has resented the interference and dictation of the Communists in respect of British trade union policy and action, says a Home correspondent.

Recent undertakings by the Russians not to intrude in British trade union affairs are cast to the winds. Pledges most formally given last April have been deliberately broken, and Tomsy declares in a letter that so far as the publication of his personal opinions is concerned he does not consider himself bound by any resolutions of the Anglo-Russian Committee—although he agreed to them—"for it would be naive to imagine that I could recognize any solution which was contrary to my convictions." This appears to mean that Tomsy, as a private individual, may be unfettered, while Tomsy, the official, is bound.

Flagrant Instance.

But sophistry of that kind, though it might serve for a letter written on June 6, does not at all account for the declaration issued three weeks later by the Central Council of the Russian Unions. This declaration is an official and flagrant violation of the compact of non-interference. It revives the vilification of the British General Council that was current in Communist quarters last year. The charges of treachery and sabotage are repeated, and once again the Russians appeal to the rank and file of British trade unionists over the heads of the General Council. There is therefore no longer a possibility of burying the issue of whether the trade union movement of this country shall be British led or Russian led.

Speaking on a resolution condemning the Government for breaking off relations with Russia, at the annual conference of the National Union of Railwaymen at Carlisle on Friday, Mr. J. H. Thomas, M.P., replied to Communist attacks on himself.

Mr. Thomas said no greater mistake could be made than to think that the same circumstances which brought about the Russian revolution could operate in this country. The Russian revolution was brought about by the despotic character of the Tsarist regime. Those conditions did not operate in this country. He hoped the Russians would realize that the English workers were putting up a fight and had made sacrifices to see justice done to Russia, and that the Russians would drop the absurd idea that they could organize a revolution in this country or dictate to an organization like theirs as to how they should conduct their business.

SCOTTISH NATIONAL LIBRARY.

A GIFT FROM LORD ROSEBURY.

At a meeting of the Board of Trustees of the National Library of Scotland last month it was announced by the Hon. Hew Dalrymple that he had received from Lord Rosebery a letter signifying his intention to present to the library his collection of rare Scottish books now at Barnbog Castle, Dalmony. Mr. Dalrymple was requested to convey to Lord Rosebery the cordial thanks of the trustees for this valuable donation.

Another important accession which the library has received is the collection of papers belonging to the Earl of Morton which were formerly at Dalmahoy House and which have been purchased for the library. The collection comprises a large number of documents of historic interest, and includes the papers of the Regent Morton and letters of Mary Queen of Scots, her mother (Mary of Guise), Darnley, Moray, Morton, and John Knox, letters of King James I., Charles I., and autographs of Sovereigns from James III. of Scotland to the time of George II.

The Glen collection of Scottish music was given by Lady Dorothy Ruggles-Brise in memory of her brother, Major Lord George Stewart Murray, of the Black Watch. Viscount Lascelles has presented a copy of a selection from the papers of King George III. preserved in the Royal archives at Windsor.

NEW VELASQUEZ FOUND.

DISCOVERY IN SPANISH CONVENT.

There is no doubt that the portrait of the Franciscan nun Sister Jeronima de la Fuente, preserved in the Convent of Santa Isabel in Toledo, at present on view in the Franciscan Exhibition in Madrid, is a genuine Velasquez and, moreover, the earliest known portrait painted by the Master. Experts have examined the picture and the signature and pronounced them genuine.

A detailed study of this painting should throw considerable light on the most obscure phase of the painter's career, the period when, while living in Seville, he was engaged in painting still life, the mysterious *bodegones* [chop-houses] mentioned by Pacheco, his father-in-law, and for which such heart-breaking search has been made by collectors. Besides the date, 1620, inscribed on the picture, it is certain that the portrait was executed in Seville between the end of May and the third week in June of that year, because Sister Jeronima, who was then 66 years old, after setting out from her convent in Toledo to found a mission at Manila, in the Philippine Islands, tarried only three weeks in Seville before embarking on a journey that lasted 13 months. (As anyone who looks at her portrait will surmise, the mission was duly founded.)

By discovering this picture the Friends of Art (Amigos del Arte) Society have once again deserved public gratitude. Moreover, the story of its identification shows that hidden wealth still lies in the convents of the Peninsula. When the committee of the society deputed to organize the exhibition, headed by the Marques de Montesa, set out armed with ecclesiastical authority to enter cloistered convents for the purpose of selecting exhibits, they were shown this picture grimy with dust hanging in a corridor. The Mother Superior told them of whom it was the portrait and said it was probably a work of the painter Tristan, a disciple of El Greco. A few weeks later, while cleaning the painting, Senor Seisdedos, an expert from the Prado, was astonished to see appearing before his eyes as the dirt of ages was patiently rubbed away the rare signature of the Master painted across the foot of the picture below the lettering (which, by the way, as well as the white scroll bearing a Latin inscription, was added at a later date by the nuns).

When the Franciscan Exhibition closes what will happen to the new Velasquez? Will it return to its cloistered seclusion? The Marquis de Estella, who expressed great enthusiasm when viewing it, said its real place was in the Prado, but its transfer a delicate problem.

BRITISH MUSEUM'S ACQUISITIONS.

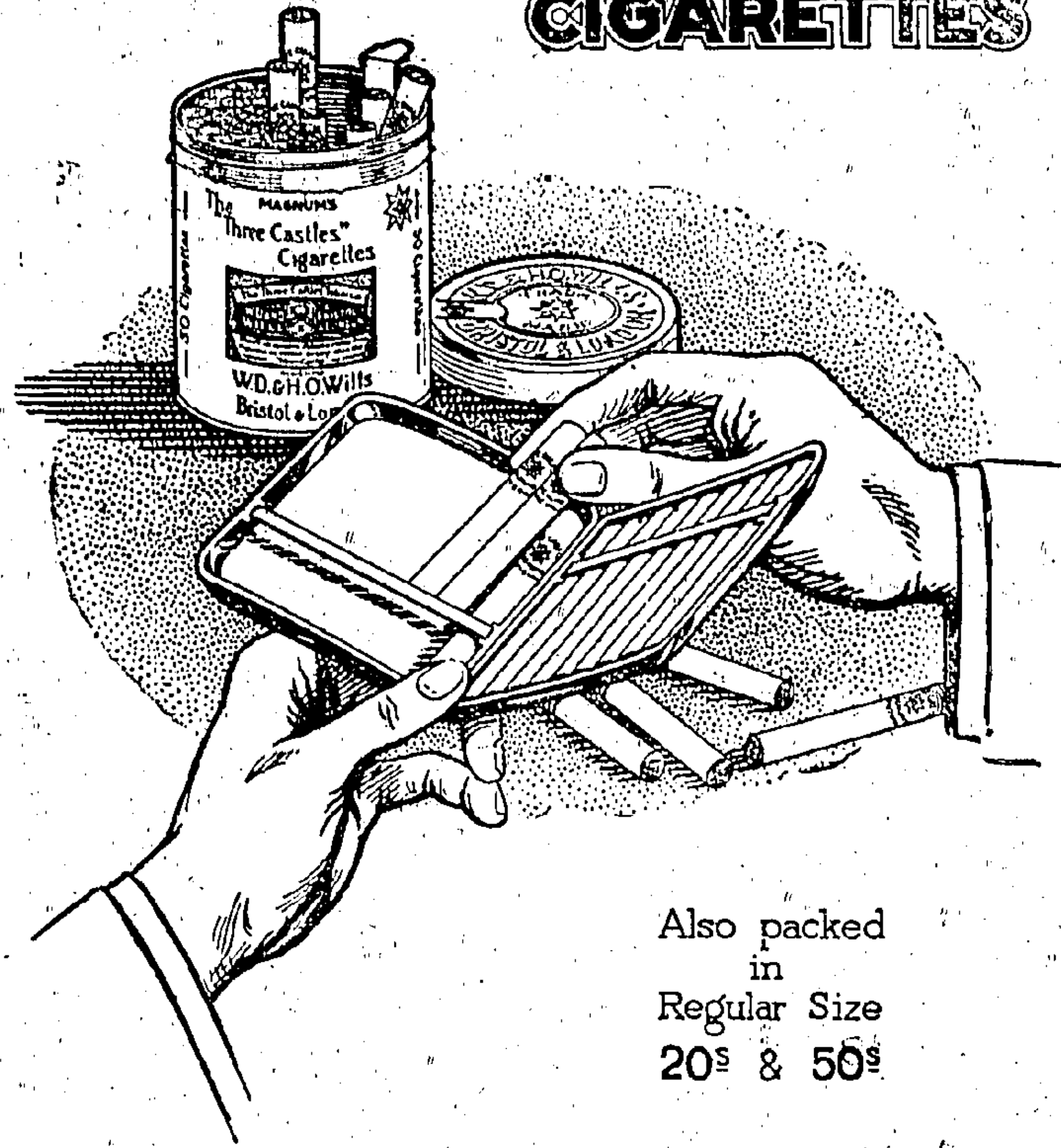
ANCIENT EGYPTIAN SCHOOL BOOK.

Among the latest acquisitions of the British Museum is a Chinese coffin with scroll ornament belonging to the Ta Tung period, A.D. 527-29. An interesting collection of Egyptian antiquities has also been received, including Ushabti figures of unusual design. Ivory implements used in the "dance of the gods" to which magical properties were attributed; a wooden headrest with a pillar carved in the form of a lion-headed monster devouring a gazelle, and a grey granite stele, in relief, of a boy offering flowers to his dead mother (18th Dynasty).

A chemical experiment which has been made on an inscribed Egyptian leather roll has led to a useful result. This roll, which was found with the Rhind mathematical papyrus, was in so brittle a condition that it could not be unrolled, but after treatment in the Museum laboratory, it was softened so that it could be spread out and the writing deciphered. It was found to be a school roll, containing a number of sums in addition of fractions, but its intrinsic interest is unimportant compared with the fact that apparently hopelessly desiccated leather can now be made flexible.

Mr. Alfred J. Ostheimer, Junr., a member of an American scientific party which is exploring the Columbia icefield, and a guide have made successful first ascents of three peaks in the great Columbia Range within 36 hours. This remarkable feat was accomplished under dangerous conditions of ice and snow, in bitter cold, and largely at night and by lantern and flashlight. The climbers reached the edge of the icefield in a blizzard, and first climbed the North Twin (12,085ft.). Then they marched all night and made a successful ascent of Mount Stutfield (11,320ft.), and finally reached the summit of Mount Kitchener (11,700ft.) at 2.10 a.m.

Three Castles CIGARETTES



Also packed in Regular Size 20's & 50's

THE PARTICULAR CIGARETTE FOR THE PARTICULAR PERSON

BUILD YOUR OWN

RADIO SETS
FROM
GECOPHONE
BRITISH MADE
COMPONENTS

B.C.-750 6-VALVE
SUPERSONIC HETERODYNE
RECEIVING SET PARTS
For **\$86.25.**

New Stocks of Osram Valves at lowest possible prices.

The G.E.C. your Guarantee

THE GENERAL ELECTRIC Co.,

OF CHINA, LTD.

QUEEN'S BUILDING, HONGKONG.

A lion-tamer in Rome has been sent to prison for six months, after a long trial, because his lioness, Italian, while "acting" for a "Quo-Vadis" film, took a tremendous leap over a 18ft. bar-

rier and landed among the human actors, forming the "Roman crowd." Signor Palombi, who was playing the part of Nero, was killed. For the defence (says the Central News) it was argued that no one could have

foreseen that a lioness could over-leap a 18ft. barricade. Film directors and the owner of the lioness were acquitted. It is understood that the sentence on the trainer is "provisional"; he may be released very soon.

The Very Idea!

The little girl had just been reciting at a mother's meeting. "How clever your little girl is," said a lady present to the mother. "Yes, mum," proudly answered the woman, "folks do say that she's good at reciting. But, as my husband says, all she wants to finish her off is a bit of electrocution."

East Ham husband: I never quarrel with my wife. His landlady: He can't. She never gives him a chance to speak.

Man at Bow County: There are more lies told over a dog deal than anything else I know.

Woman at Willesden: I spoke to a costermonger about kicking his horse, and he and his wife set on me and tore off my dress. Willesden woman: My friend won five prizes running at darts on the fair ground, and the stallholder said, "Get out, you are too hot for us," and hit him on the nose.

Woman at Highgate: My daughter has been too good a woman to her husband. Magistrate: Can a woman be that.

For powers of imagination who can beat the modern boy?

"My Maiden Air Flight" is the title of an essay by a youth in the third senior class in *The Heriot*. Here are a few sentences:—"I was successful in securing a pilot's commission at Croydon"—(he is engaged with another to fly)—from Croydon to Delhi, carrying mails to Rome, Constantinople, Teheran, and Kabul, the whole journey being 4500 miles, at 100 miles per hour.

"At Rome we saw Colonel the Marquis de Pinedo, an Italian airman flying from there to Brazil. While passing over Albania we experienced engine trouble, and almost collided with the highest peak of the Pindus mountains, 9000 feet high.

"While flying over the Khyber Pass we were surprised by concealed Afghanistan tribesmen firing at and seriously damaging our petrol tank, which, fortunately, did not become ignited. Julius released a bomb, scattering the raiders. We proceeded unmolested, while Julius gallantly climbed to the wheels suspended under the carriages and repaired the leak.

"I anticipate attempting a world flight in the near future."

I am a Trade Unionist before I am a politician.—Mr. W. G. Cove, M.P.

I treat the Bible as I eat fish—I leave the bones and eat the flesh.—Dr. Parkes Cadman.

The day when the boot was thrown at a soldier who dared to kneel at his bedside has passed.—Rev. R. H. Spence.

By the machinations of modern builders, we are making England uglier every day.—The Bishop of Peterborough.

The industrial workers, today are cleaner, healthier, and altogether more comely citizens than those of a few generations ago. Sir W. Joynton-Hicks.

A young girl came to the late Father Healey, of Dublin, and confessed that she feared she had incurred the sin of vanity. "What makes you think that?" asked her father confessor.

"Because every morning when I look into the mirror I think how beautiful I am."

"Never fear, my daughter," was the reassuring reply. "That isn't a sin; it's only a mistake."

A Paris Divorce Court decision permits a man to administer correction to his wife on certain occasions.

A woman sought a divorce on the grounds of the brutality of her husband. The latter admitted thrashing her, but contended that it had been due to his just anger provoked by her conduct with another man.

The court ruled that the blows had been justified by the irritation which her conduct caused her husband.

Mr. John Buchan is now one of the Scottish Universities' M.P.s. While the polling was in progress a curious fact came to light in the staffroom of a famous secondary school.

The voter-graduates of Edinburgh, Glasgow, and St. Andrews received from their Universities stamped envelopes for the return of their voting papers. The Aberdeen graduates, on comparing notes, found that their Alma Mater had supplied, in every case, the envelope but not the stamp.

But why did they compare notes?

A cinema actress went to get a licence for her seventh husband. The clerk who made out the licence seemed to her to be unwarrantably inquisitive.

"Have you been married before?" he asked. "And if so, to whom?"

"What is this?" asked the actress sarcastically. "A memory test?"

CHIANG'S REASON.

EXTRACTS FROM HIS SWAN SONG.

TAKES ALL THE BLAME.

(Our Own Correspondent.)

Canton, Aug. 19.

The long statement issued by Marshal Chiang Kai-shek, explaining why he resigned his post as Commander-in-Chief, has just reached Canton.

The Nanking Marshal confesses that he gave up the post in order that Wu-han and Nanking could unite and continue the Northern Expedition against Marshal Chang Tso-lin.

The important extracts are as follows:—"I claim no credit as I deserve none, as the secret of my successes (in the Northern Expedition) lies in the undivided authority vested in me by the Central Executive Committee to enable me to co-ordinate the efforts of my team workers. But the communists, getting jealous of the rapid progress of the people's revolution and acting under the secret instigations of M. Borodin, took advantage of my absence in Nanchang and manufactured for the Wu-han district a number of slogans seeking to overthrow me directly and, to undermine the people's revolution indirectly.

From the beginning to the last all that I have demanded is: (1) the expulsion of Borodin from China and (2) non-co-operation with the Communists.

As Borodin has since been expelled from China and since the Wu-han authorities, as well as those in Kiangsi and Hunan, have undertaken on their own accord to oust the Communists, there need be no further proof that the execution of my views is vital to the existence of our party and nation.

Reports have reached me that I have been the target of critical comments in Wu-han, but since no complaint has come to me directly, it is rather difficult for me to clear myself of their charges.

There is, however, only myself to be blamed. It is only due to my inability to gain the full confidence of the party members that they lend their ears to ill words. Hitherto I have been ignoring criticisms about myself because I thought they were generated by the Communists.

Being a soldier myself, I will willingly accept any punishment or reprimand. All that I request of my fellow party members is that they should present a united front and accomplish the aims of the Revolution.

Since I have taken upon myself all the blame for what has happened, it is my duty to resign my post in favour of those more able and respected. If all the Nationalist forces are united, the northern militarists will not be our equals in the field; and when the entire nation is united, Imperialism will fall because of its very nature. The overthrow of Militarism and Imperialism has always been my aim, beyond which I have nothing else to seek.

STREET ACCIDENTS.

SEVERAL REPORTS MADE TO THE POLICE.

Several traffic accidents were reported to the police yesterday.

At four o'clock yesterday a Chinese woman, aged 52, was removed to the Government Civil Hospital suffering from injuries received whilst trying to alight from a moving tramcar on the Praya East.

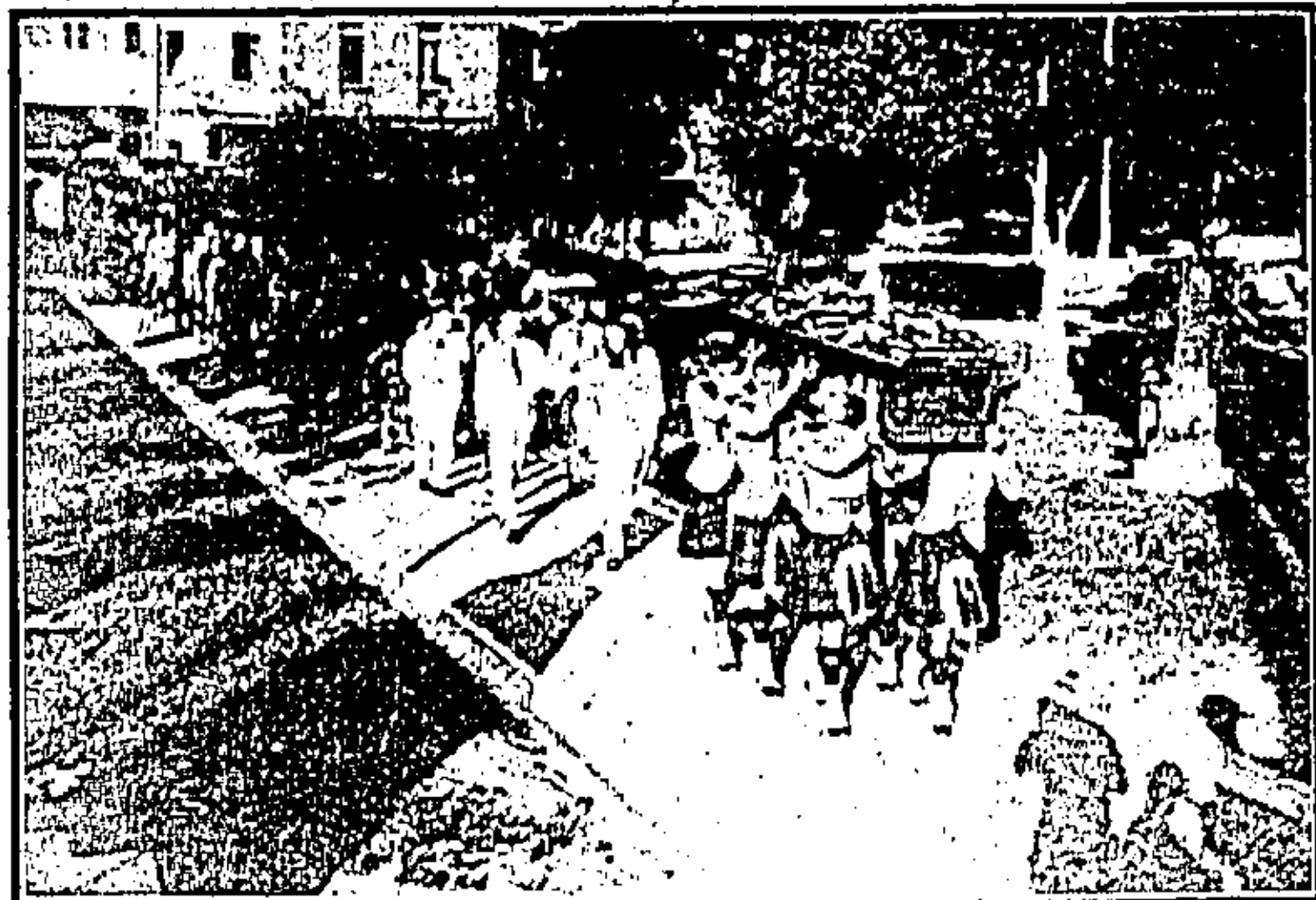
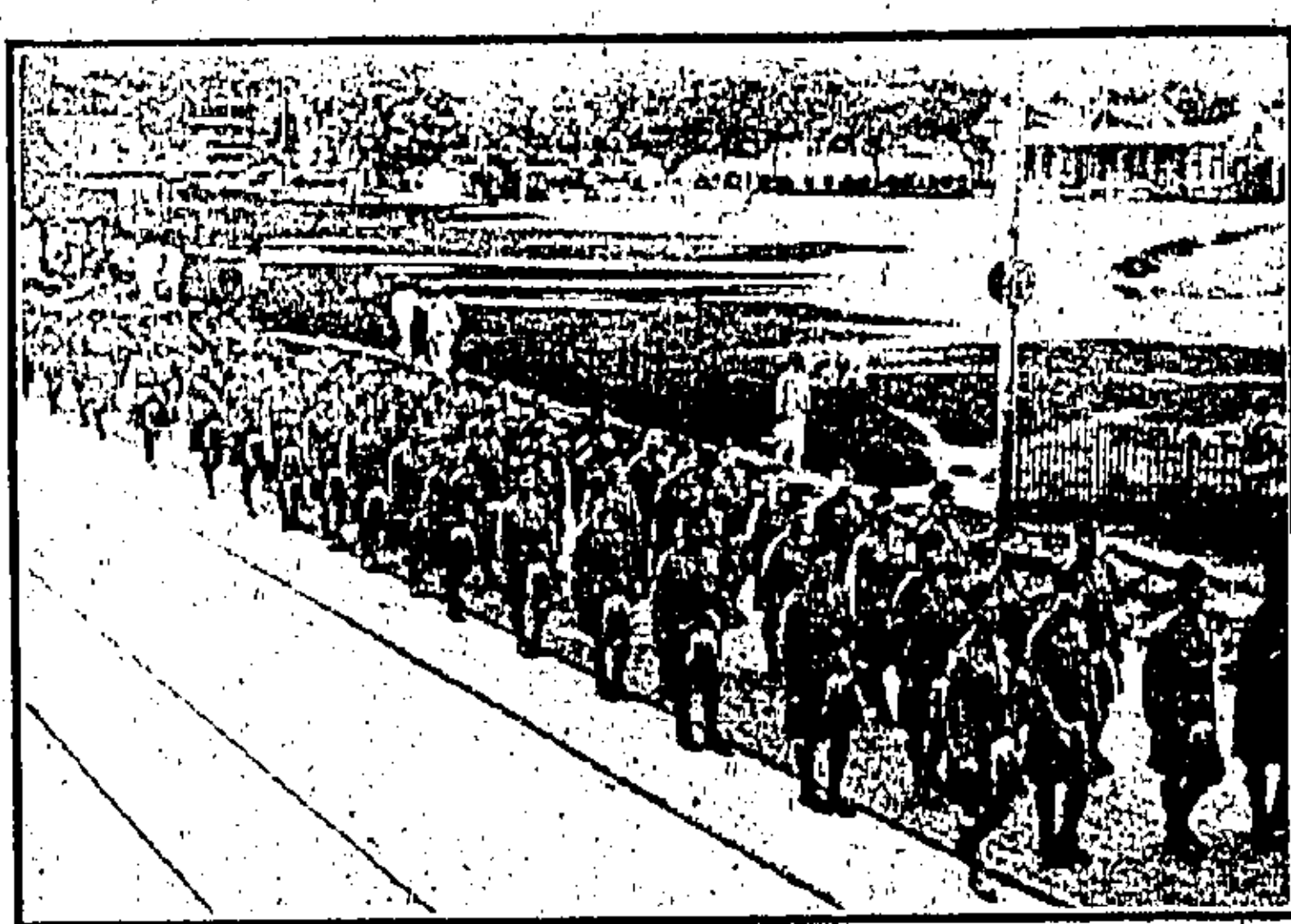
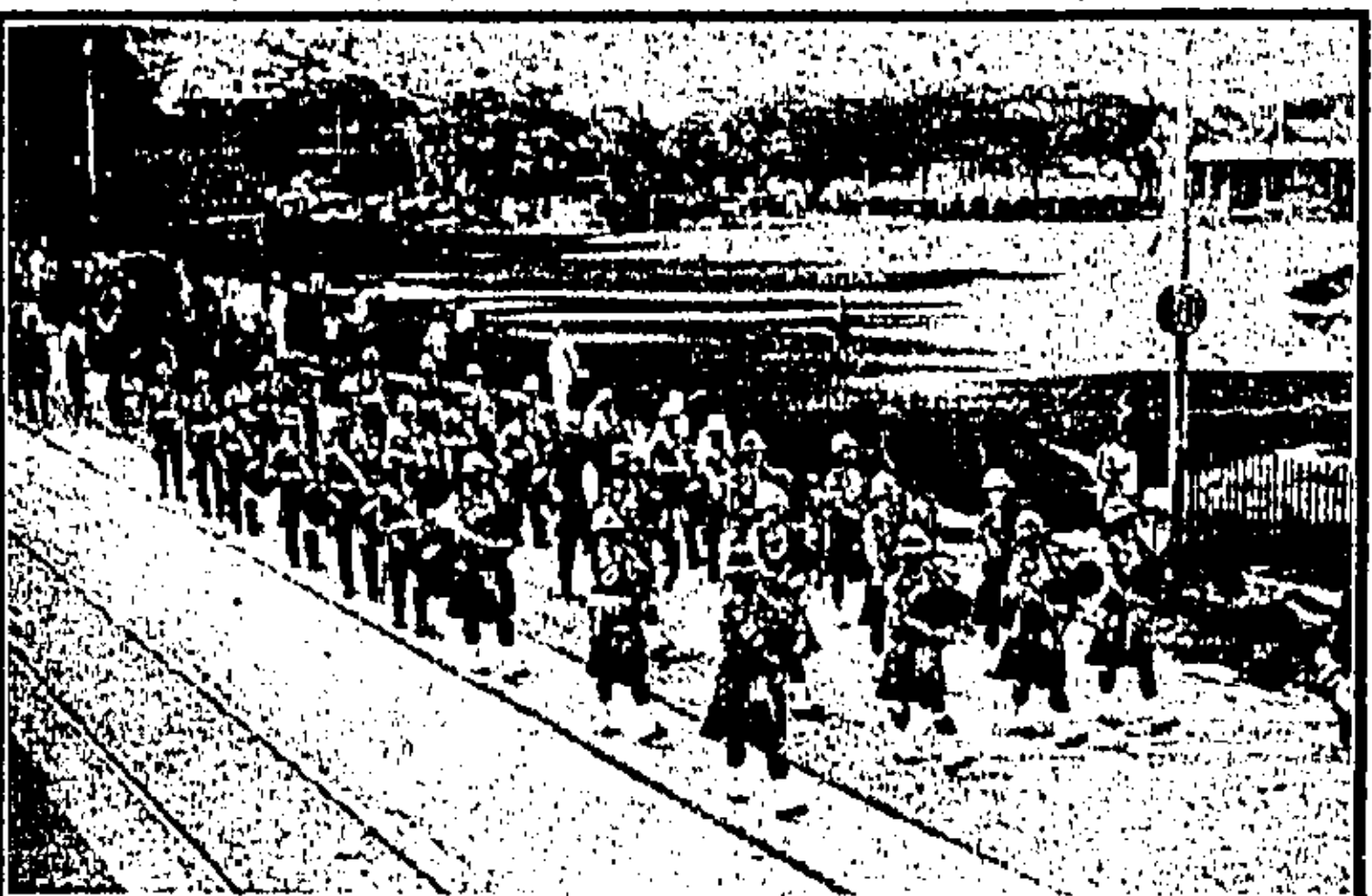
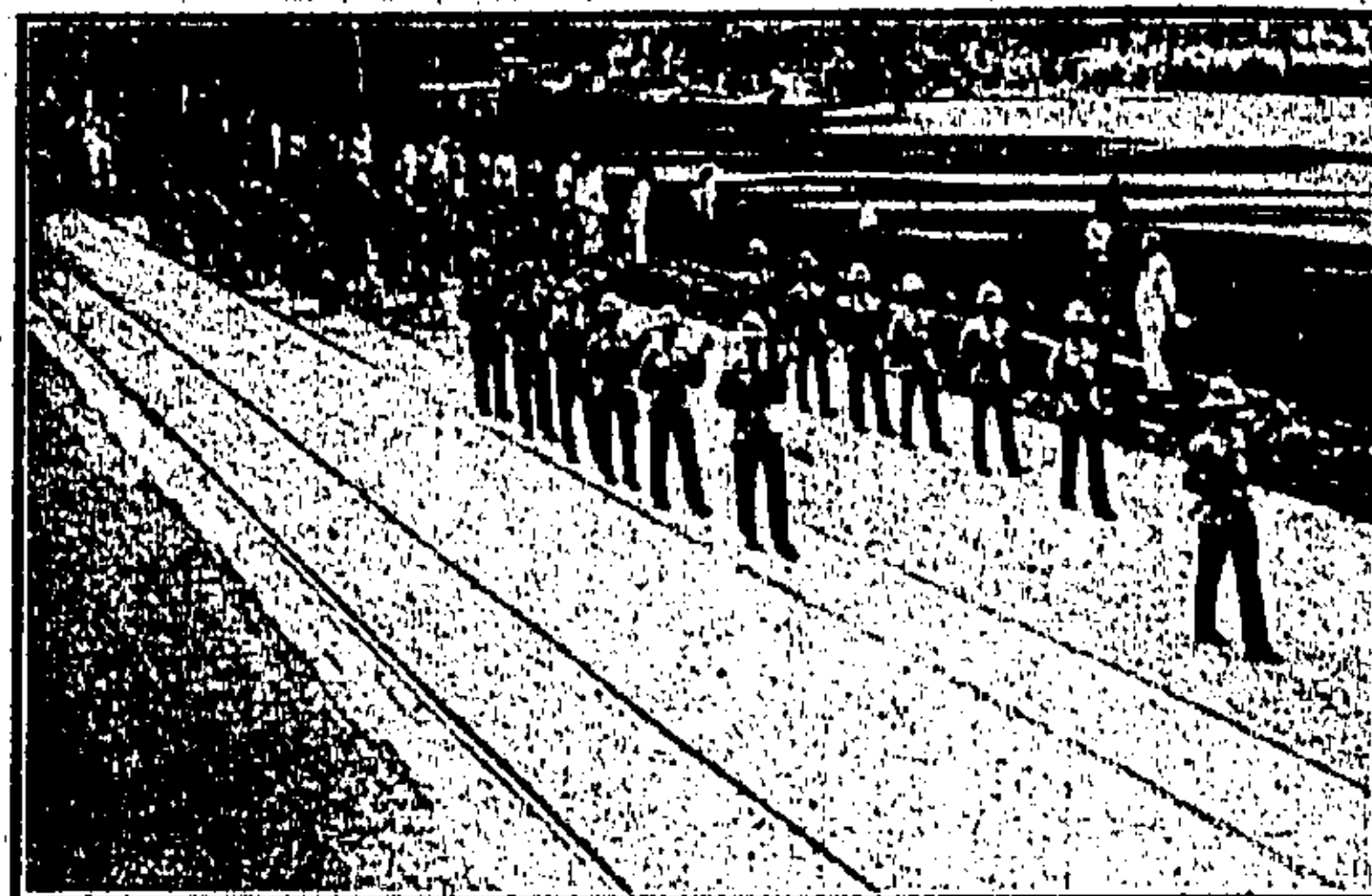
Motor lorry No. 549 attempted to overtake lorry No. 53, near Bay View Police Station and ran into the fore portion of the car, inflicting damage to it to the extent of \$130. The tram driver received a few minor cuts on his hands and wrists.

In Yaumati a small boy of five years of age was knocked down by motor lorry No. 2307 near Reclamation Street. According to a report made by the lorry driver to the police, the boy suddenly emerged from the pavement and crossed the road in front of the lorry. The driver had no time to pull up, and although he swerved could not avoid an accident.

A Lutheran pastor who lately married two couples in an aeroplane has been unfrocked by a Lutheran Consistory says a Berlin report. It is considered that it is not in harmony with the sacred character of the marriage rites to have them performed in the air, especially when the chief purpose of the ceremony is advertising for a company of aeroplane builders.

The weddings were those of two members of the staff of an aeroplane company. There were no bridesmaids but a phonograph played the wedding March while the ceremony was being performed by Pastor Teichmann.

FUNERAL OF CAPT. D. C. LOGAN.



Impressive scenes marked the full military funeral accorded the late Capt. Donald C. Logan, M.C., of the Scottish Company, H. K. Volunteer Defence Corps, which took place at Happy Valley on Thursday evening. The K. O. S. Borderers provided the Pipes, drums and firing party; the deceased officer's own Company attended in uniform; and, in addition to representatives of all Service and civilian organisations in the Colony, there was an extremely large attendance of personal friends. (Photos: Mee Cheung and Ming Yuen).

TOWN UPON TOWN.

ARCHAEOLOGICAL DISCOVERIES IN PALESTINE.

Vienna Professor Grant, of the Pennsylvania University, described in a lecture at the Vienna branch of the Society of Friends his archaeological excavations in Palestine.

The centre of the excavations was Tell-el-Nasbeh, the hills of ruins at Nasbeh, some eight miles North of Jerusalem, where the excavations discovered a series of cities, on above the other. One newly-discovered town seems to be the fortress of Mizpah in ancient Canaan; at least the lowest layers come from the pre-Israelitic age. The plan of the town shows that it was built in a large rectangle; the strong walls from the bronze-age show great skill in fortification—they are about ten yards high and nine wide, while the corners must have measured twice as much. It is the strongest fortification throughout Palestine. Below it the remains of a smaller and even more ancient town were found. Each new excavation of various layers resulted in the discovery of remnants of shop, wells, cellars, and wine-cellar, vessels of clay and glass, ornaments, jewellery, knives of bronze and stone, a jeweller's complete set of weights, statuettes and other figures of goddesses, especially of Astarte, and many very ancient coins and fragments which inscriptions in Old Hebrew.

When a temple from the early Judaic period was excavated under layers representing several thousand years, natives and citizens of all nationalities and religions assembled and held a short divine service in English, Hebrew, and Arabic.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers for those who need them, will be found on Page 16 of this issue.

1. What is the exact time covered by a day?
2. Which are the original Cinque Ports?
3. Which country has the smallest army, and what is its strength?
4. When were medals first issued in England?
5. How many miles of railroad has the United Kingdom?
6. What is the Woolpack?
7. What is the length of a nail, palm, and hand?
8. What is the height of cricket stumps?
9. What is a pacan?
10. Where is "Never-Never" Land?
11. How many plays did Shakespeare write?
12. What is the Domesday Book?

Another link in the great chain of electric power stations which is being constructed in Italy has just been forged by the inauguration of Lake Ampolino, in the mountains of Calabria. This artificial lake, five miles long, nearly two miles broad, and nearly 4,000ft. above sea level, is the first of a series of four to be constructed on the same mountains. They will furnish water power for turbo-dynamos. Others are being made in Central and Southern Italy, and when all are completed Italy, it is claimed, will have no further use for coal to supply her railways, her industries, or her illumination.

AN INTERVIEW WITH GEN. GALENS.

TALES OF DEPARTURE ARE PREMATURE.

AN OVERDUE HOLIDAY.

As Hankow has recently been treated to a good many sensations, in the way of Bolshevik retreats, flights to Moscow, etc., which later have proved to be false alarms, we thought it better yesterday for the sake of accuracy and the maintenance of a reliable news service to investigate a little before committing ourselves to a confirmation of the retirement of General Galens. reports the *Central China Post* of August 12, and proceeds:

The account given of this General's departure to Moscow was so detailed and vivid that to the ordinary reader it would appear impossible that the reporter had not been present to say farewell. As the gentleman referred to had shown no signs of departure on the evening of the night he was so elaborately reported as left, a representative of this paper called at his residence last evening for confirmation of his journey to Unga and Moscow.

Solid Proofs Of Presence.

On referring to the report which had appeared that morning in the columns of a contemporary, General Galens smiled and said that as he was then in his office talking to a representative of the "C. C. Post," one moreover who was well acquainted with his appearance, it was obviously impossible for him to be en route to Unga. General Galen then, stated he gave full permission and would be glad if we not only contradicted the statement, but used his own expression which was that the story was a "Pure fabrication from beginning to end."

He had no particular quarrel with the newspaper which had produced it, but he thought that when a newspaper went sensation-mongering, it should take care to have a little foundation of fact whereon to base its sensations. Our representative was then invited to inspect the belongings of himself and another closely related to him in order that he might be assured that he had not packed up and ready for flight.

Later Intentions.

General Galens was open and frank in his statement when he informed our representative that it was his intention to leave Hankow as soon as his duties permitted him to do so. A holiday was long overdue, but when he was able to take one there would be no necessity for him to make a theatrical exit with a fleet of motor cars or emulate the pioneers of '49 in any way.

DEPLORABLE LACK OF TACT.

RUSSIAN DEMONSTRATION AT A CONFERENCE.

Stockholm, Aug. 19.

The International Co-Operative Congress has rejected Russian proposals favouring co-operation with the Amsterdam International, embodying plans for the future policy of the International Co-Operative Alliance.

The Russians, at the closing session staged an unexpected demonstration of protest against the opposition to their proposals. The moment the great organ in the conference hall began to peal out the final march, the Russian delegation rose and sang the "Internationale" in unison.

All the newspapers comment on the incident as showing "a deplorable lack of tact."—*Reuter*

How a man was killed in a motoring accident when on his way to the grave of his wife, who was herself killed three weeks ago when returning from a visit to her mother's grave, was revealed at an inquest at Brentwood, Essex. The inquest was on Thos. Howard, aged 48, ship's clerk, of Scott-road, Chadwell St. Mary, Essex, who received fatal injuries in a collision between the motor-cycle he was driving and a motor-car, near Brentwood. Howard was proceeding with his 15-years-old daughter on the pillion of his machine when the accident occurred. The coroner adjourned the inquest for the attendance of the daughter, who is in hospital with slight injuries, and requested Press publicity with a view to tracing the occupants of a blue two-seater car which was at the scene of the accident.

Mr. J. H. Thomas has been invited to visit the Gold Coast early next year to attend the opening of the new harbour at Takoradi. In recognition of his work, in connexion with the scheme when he was Colonial Secretary in the Labour Government.

New Consignments of Ladies' Felt, Silk and Satin Hats

Sports Coats, 3 Piece Suits and Knitted Costumes.

Also a nice selection of Evening Flowers.

Wm. Powell, Ltd.

12 DES VOEUX ROAD.

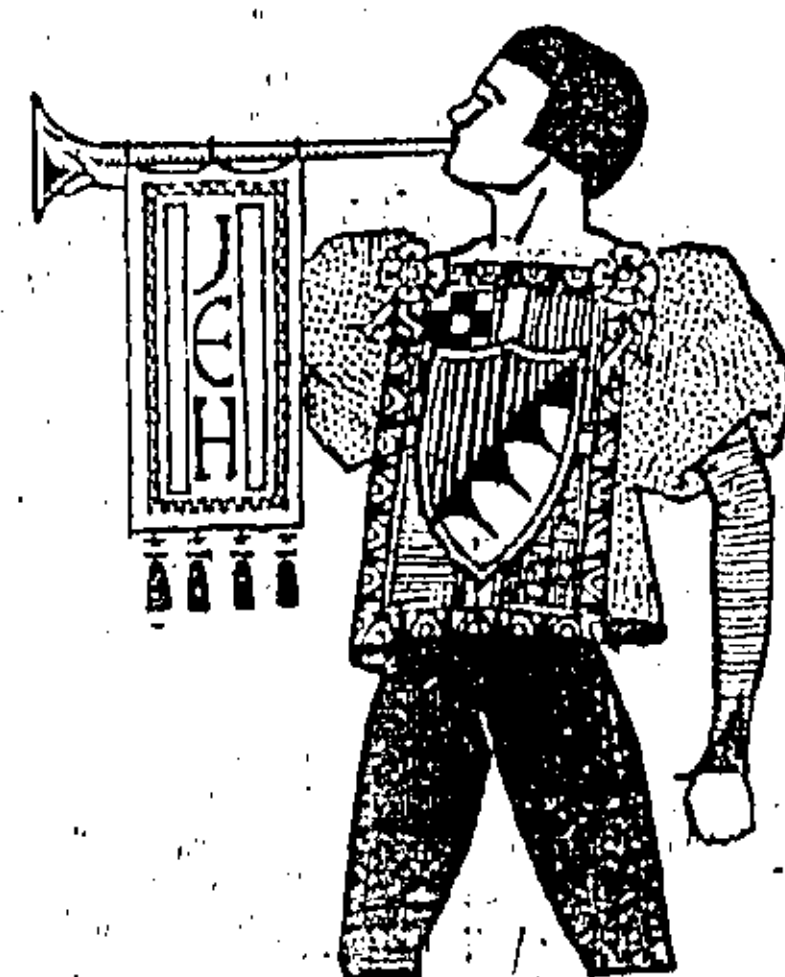
IF YOU'VE ANYTHING TO SELL

ANNOUNCE IT

J. E. HANCOCK

Publicity Agent and Commercial Artist.

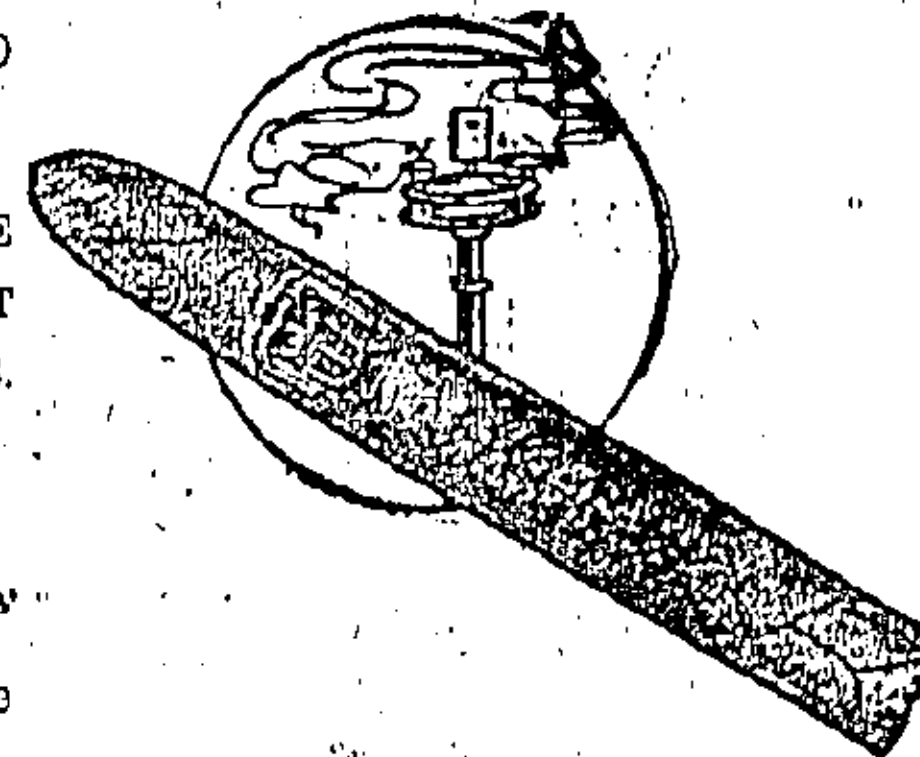
4th Floor Morning Post Bldg. Tel. C.4781.



NOW IS THE TIME TO BUY HIS CIGARS.

WE HAVE CHOICE BRANDS AT MOST REASONABLE PRICES.

"GERMINAL EXCEP LENTES" are always welcome



VICENTE ATIENZA & CO.

Tel. K. 155

54, Nathan Road, Kowloon.

TO-DAY-NOW-TRY "DON"

—We ask you to try "DON" once! you will never be satisfied with ordinary brands afterwards.

Sold by all clubs and stores.

Do yourself a favour —try DON to-day!



N. S. Moses & Co., Ltd. Agents.

WHITEAWAYS

SALE
FINAL REDUCTIONS
TO CLEAR
EXCESS STOCK

BLUE TICKET BARGAINS

\$20.000 worth of Stock all marked at the lowest possible price with a Blue Ticket: This Stock must be cleared by Sept. 3rd.

DO NOT MISS THESE WONDERFUL BARGAINS. THEY CAN NEVER BE REPEATED.

BLUE TICKET BARGAINS
in
READY TO WEAR HATS

READY TO WEAR DRESSES
LADIES' BATHING COSTUMES
BOOTS & SHOES

GENTS' SHIRTS
GENTS' SOCKS
GENTS' UNDERWEAR
GENTS' TIES

LADIES' HOSE
BOYS' HOSE
CHILDREN'S SOCKS
LADIES' UNDERWEAR

Half Price Bargains
Quarter Price Bargains
REMNANTS REMNANTS

COME EARLY

WHITEAWAYS
THE STORE FOR VALUE

HONGKONG.

CORRESPONDENT DISAPPEARS.

STILL NO NEWS OF "TIMES" MAN.

Hankow, Aug. 13.
Mr. F. B. Riley, special correspondent of the London Times whose mysterious disappearance from the vicinity of Chengchow, Honan about three weeks ago has aroused considerable excitement and interest, is reported to be still missing.

A telegraphic report was received by the Foreign Office here yesterday from General Feng Yu-shiang saying that the Chinese authorities in Honan could find no trace of him.

Since the disappearance of Mr. Riley from Chengchow where he went from Hankow in an attempt to obtain an interview with General Feng Yu-shiang, Mr. Harold Porter, the British Consul-General at Hankow, has been in constant communication with the authorities about the missing newspaper correspondent. The wires are hot over the matter and the British authorities have been making every effort to locate him.

Rewards Offered.

Consul-General Porter is in communication with the Secretary of the Lung Hai Railway, who is conducting an independent search for Mr. Riley in addition to the effort made by the Chinese authorities. Upon Mr. Porter's authority, attractive rewards have been offered for either Mr. Riley's reappearance or any information concerning his whereabouts.

Mr. Porter is sending up a special investigator to Honan to go into the matter thoroughly and to conduct a careful search in the nearby towns for the missing man.

British consular authorities here feel that the Chinese officials at Chengchow have been rather lax in handling the matter, otherwise they would have had some definite word of Mr. Riley long ago.

Anxiety Increasing.

The British officials are also under the conviction that a white man most certainly cannot vanish from the face of the earth and that it is not possible for him to have gone astray without the Chinese village population knowing it. The total disappearance of Mr. Riley is a mystery and anxiety over him is increasing daily.

The last seen of Mr. Riley was at Chengchow on the early morning of the July 23rd. Previous to this he had applied for permission to travel back to Hankow in the reserved car of the Consular party which was due to leave for Hankow on that date.

This request had been granted, and he was informed that the party would leave Chengchow at noon on Saturday, July 23.

At four a.m. of that day Mr. Riley was reported to have left Chengchow for the purpose of visiting what he described as a Christian village in the vicinity.

PROBLEM OF A VIKING PURSE.

TRADE WITH THE EAST IN 1,000.

Oslo: On a small pine-clad island in Angermanland, a highly interesting discovery of the Viking age has recently been made. There are a good many burial places on the island from that remote period, but so far only a few of them have been excavated. The dead bodies are laid in square coffins made out of rough pine-wood, and in one case a small boat has been used as a coffin. In the grave have been found axes, spears, ornaments for women's dress, and also some silver coins from Cologne bearing the names of Otto III. (983-1002) and Duke Herman of Saxony, who died in 1080.

The most remarkable among the things found is, however, a tinder-box placed in a purse of lizard's skin. The skin has been made the object of minute investigation by prominent zoologists, who have come to the conclusion that it is the skin of an exotic lizard, the *Varanus Bengalensis*, which lives in India and Baluchistan. This lizard can reach the length of several feet, and the skin is even to this day very much used for women's bags. It is, of course, impossible to say whether the purse was taken to Sweden as a purse, or whether the skin was brought to the Vikings, who in their turn made purses out of it. The one thing clear is that the skin in one way or another had been brought the long way from India, and that even then a sort of trading existed between Scandinavia and the East.

Professor Wallace, the Federal film censor, states that he intends to see that the provisions of the new Victorian Film Act requiring all picture theatres to exhibit at least 2,000 ft. of British film at each show are drastically enforced. Scouts will be sent to all picture theatres. Professor Wallace declares that there is ample Australian film available to enable exhibitors to comply with the law.

and although the Consular party did not leave Chengchow until noon on Sunday the 24th, he had not returned nor did inquiries elicit his whereabouts.

Since then constant efforts have been made to locate him. Mr. Riley was from Australia. It is almost impossible for him to be lost, the country round about Chengchow being very open and quite well populated.

A disturbing feature, however, is that he did not take his luggage with him, and had he contemplated a journey of any distance he would certainly have seen to this. The bulk of his luggage still remains in Chengchow.

DEATH OF SIR GANGA RAM.

INDIAN ENGINEER AND AGRICULTURIST.

The Royal Commission on Agriculture in India has suffered a severe loss in the midst of its labours by the death at Golders Green of its senior Indian member, Sir Ganga Ram, Rai Bahadur, C.I.E., M.V.O., at the age of 76, says the Times.

Arriving in this country with other members of the Commission in the latter part of April, he took his full share of the work and also showed unabated energy in responding to other calls and seeing for himself things in which he was interested. Born in May, 1851, this worthy Indian received his training at the Thomason Engineering College, Roorkee, and at the age of 22 entered the Public Works Department. Ten years later he was gazetted assistant engineer, in which capacity he saw service in the Buildings and Roads Branch in the Punjab, Bombay, and Central India. In 1899 he was made an executive engineer, and served as such first in Central India and then in the Central Provinces. He was superintendent of the many works required for the Coronation Durbar held by Lord Curzon at Delhi at the beginning of 1903, and was made C.I.E. His professional reputation was by this time well established. He wrote a useful "Pocket Book of Engineering" and he was the patentee both of a slide rule and of bricks for wells. He retired in 1909, but meanwhile his services had been lent to the Patiala State as Superintendent Engineer. Here he remained until 1911, and was responsible for the construction of some of the fine new buildings of the present regime. When the Delhi Durbar of 1911 was held by their Majesties, he was consulted on various engineering questions, and was made M.V.O.

There still lay before the Rai Bahadur (he was knighted in 1922) a long career of great economic service to the country. He acquired large landed estates in the irrigation colonies, chiefly in the Lyallpur and Montgomery districts, and became a pioneer in the application of scientific methods and apparatus to agriculture in the Punjab. His appointment rather more than a year ago to the Royal Commissions on Indian Agriculture was universally regarded as appropriate.

Mr. Stewart, the New Zealand Minister of Finance, speaking in the House of Representatives, said that the Government during the past four years had lent £24,000,000 to settlers and for housing. The Government had helped to purchase, or redeem mortgages on, 6,680 houses, and in the erection of 9,149, with loans aggregating £12,500,000.

REPULSE BAY HOTEL

COMING SHORTLY

WHITEY SMITH

and his famous

MAJESTIC HOTEL ORCHESTRA

WATCH FOR THE OPENING DATE.

THE HONGKONG & SHANGHAI HOTELS, LTD.

Brunswick

Classical

LIGHT RAY Records

WHETHER Symphony Orchestral Works - Instrumentalists or Vocalists - the Brunswick Light-Ray Records offer the most impressive reproduction possible. A large selection of classical Works has just arrived, and you are cordially invited to come and listen to these masterpieces.

AUGUST DANCE RECORDS HERE

New Machines have also arrived.

BRUNSWICK HOUSE
17, Ice House Street.

Buy

PURICO

THE UNEXCELLED COOKING FAT

MRS. J. CRAWFORD.

MRS. SEKAI

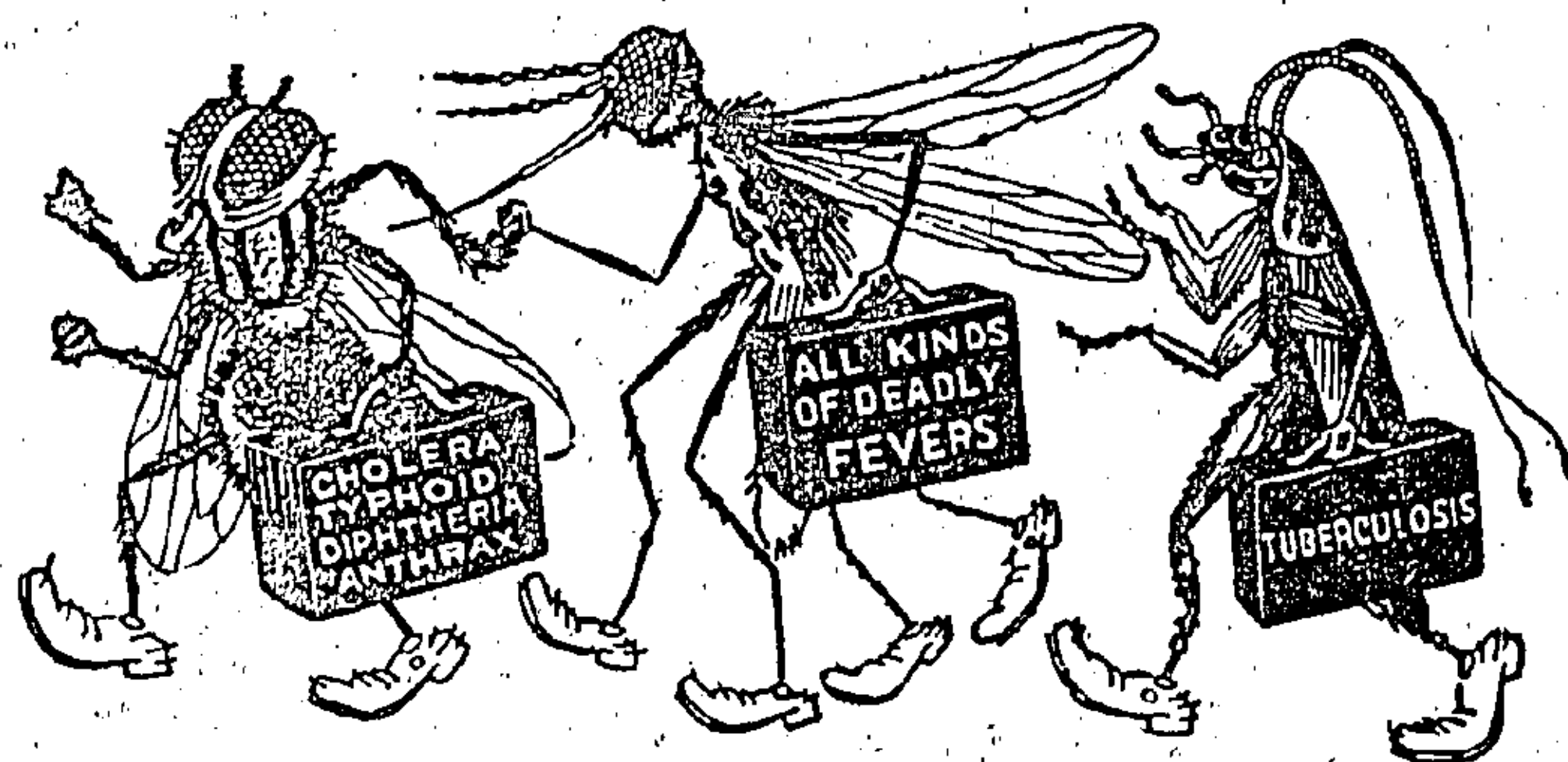
EXPERT MASSAGE.

14, Queen's Road C., 1st floor.

MASSAGE

2nd Floor

5, Duddell Street, Hongkong.



Insects Bring Disease to Thousands!

THESE tiny pests are more dangerous to our health and well being than an invading army. Insects steal on us unawares carrying disease and death to everyone in the family including the infant in arms. The fly brings cholera, typhoid, tuberculosis, infantile paralysis; the mosquito all kinds of deadly fevers; the bedbug carries germs from one person to another.

Flit spray clears the house in a few

minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas, and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

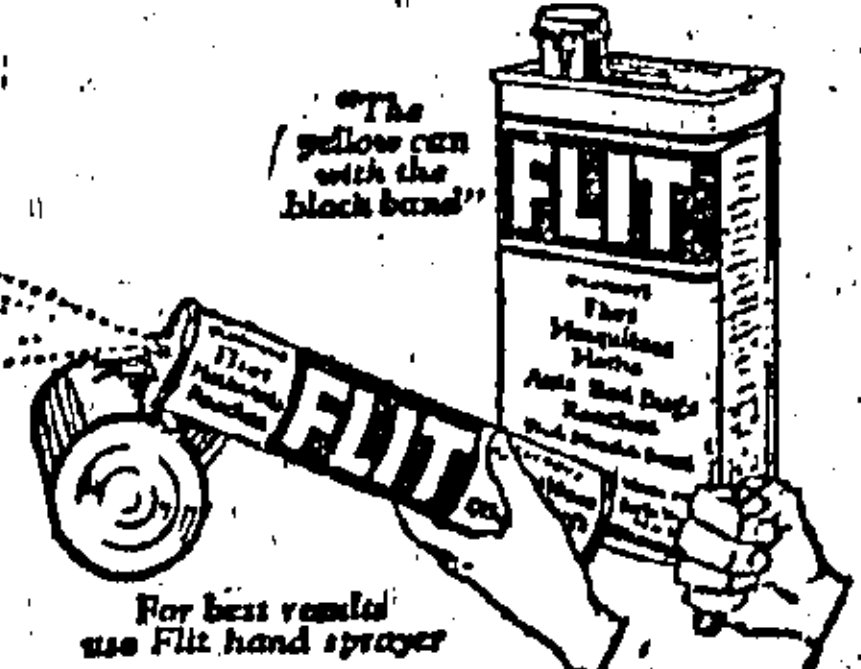
Sole Agents for China: MUSTARD & Co., Ltd.

INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

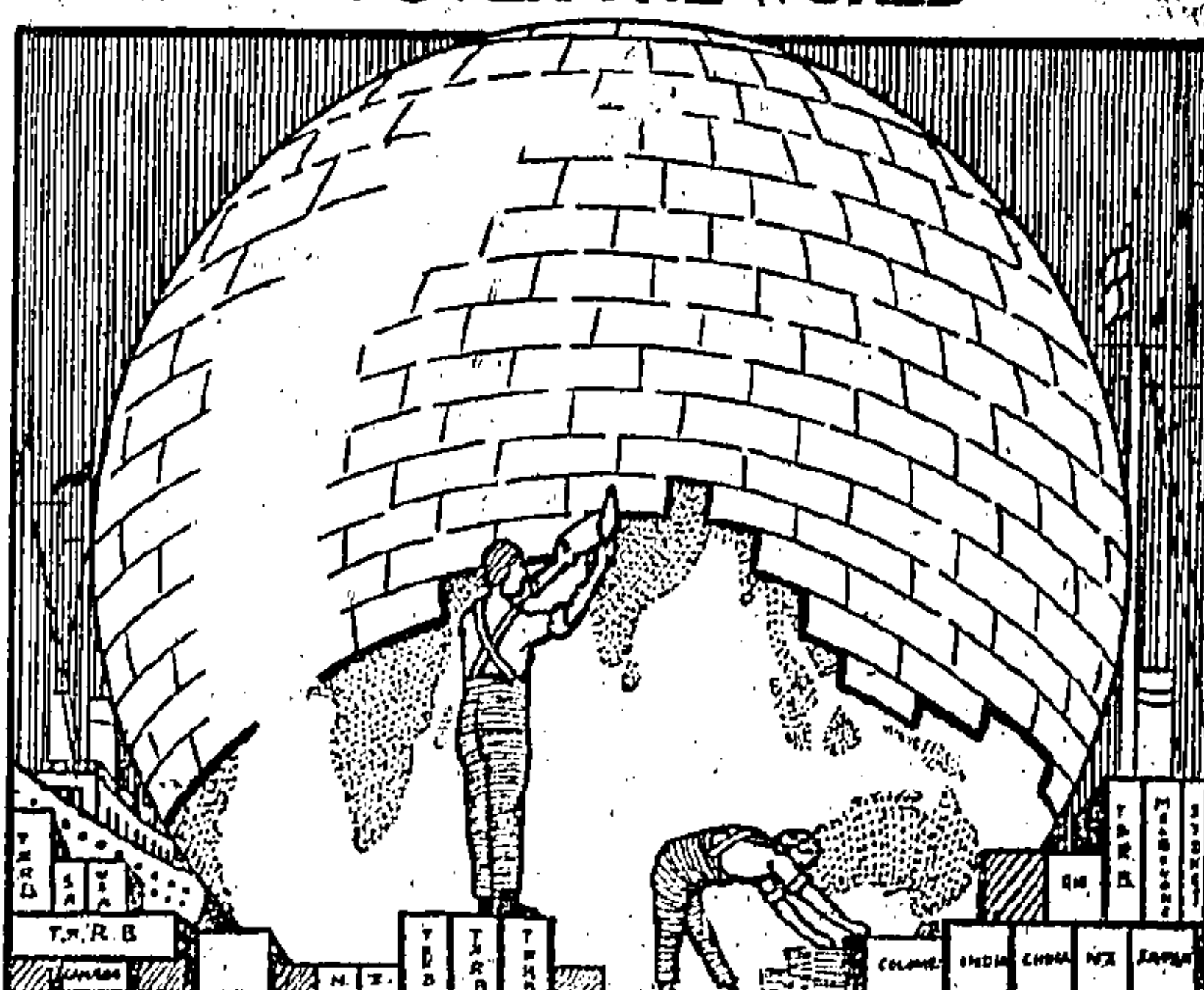
FLIT

Flies-Mosquitoes-Moths-Ants-Bees-Fleas-Roaches
Many Other Household Insects and Their Eggs

Manufactured by: STANDARD OIL CO. [New Jersey]



ESTD 1842
BOOTE'S TILES
USED
ALL OVER THE WORLD

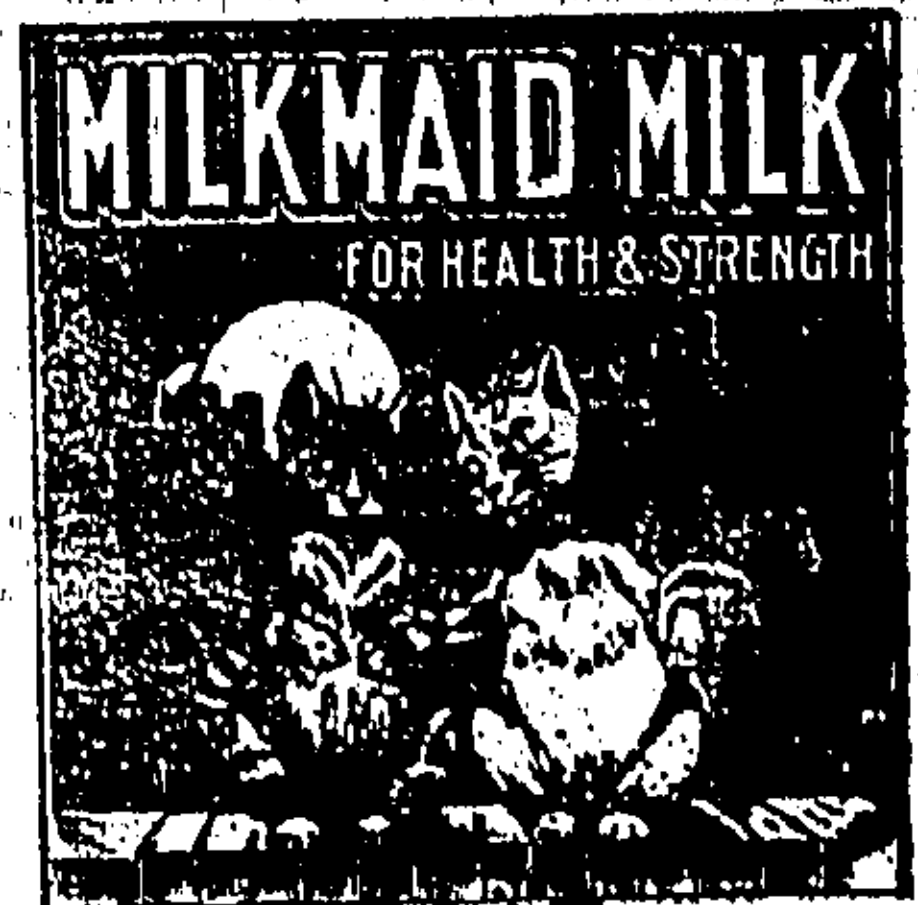


FLOOR TILES-MOSAICS-FAIENCE
WALL TILING TO SUIT ALL TYPES OF
BUILDINGS
LEADLESS WHITE OF THE HIGHEST GRADE
FIREPLACES NEAT DESIGNS & HARMONIOUS COLORS

SOLE AGENTS
SHEWAN TOMES & CO. HONG KONG.



WOMAN'S World



CHANGING THE TONE OF THE VOICE.

THE VALUE OF A LITTLE MASSAGE.

Los Angeles, Calif., June 30.—A good share of humanity is masquerading through life in a false voice!—just because a little air passage in the skull is obstructed. And if you don't like your present vocal disguise—why not change it to suit.

So says a smiling little Los Angeles woman, Mrs. Rita Green Breeze. From the Indians, she says, she has learned to judge a person's singing voice from the shape of the head. And from the Indians she has learned how to change both tone and range.

Voice Mechanisms.

"Voice is a column of vibrating air," she explains. "Tones are created by forcing the air through a complete system of resonance chambers in the skull. If anyone of these is impaired or the entrance blocked, the tone emitted is imperfect."

"This accounts for some people's nasal twang, the odd falsetto of some otherwise sturdy males, the insufficient, cluttered tones of some women. A series of simple finger-tip manipulations will change a person's vocal tones. They will also prove their efficacy in altering the vocal sound given by a dog."

"To illustrate: 'I have a pug, noted neither for his beauty or bravery. But he is famed among my friends as a successful patient' in voice-changing."

Didn't Like His Bark.

"Pug had a guttural, growly, indistinct bark. I said I would change it."

"I gave his head a set of finger-tip treatments. Now his bark is an octave higher and much clearer."

Extremely simple are the treatments by which Mrs. Breeze claims an individual may attain a change of voice. They consist principally of manipulations to promote proper blood circulation in the head and require only three minutes at a time, three times a week for two weeks.

Of other vocal types Mrs. Breeze said:

"Persons with high cheek bones, other things being equal, have the best voices. Heads that are long from the chin to the crown usually show a long, vocal range and brilliant quality. Those which are deep from the tip of the nose to the back of the head show more sympathy and appealing quality, with perhaps a less extended range. Particularly wide-spaced eyes mean unusual resonance."

"When the head rounds up well in the back, it indicates the individual has the initiative to express, through the voice, what he feels."

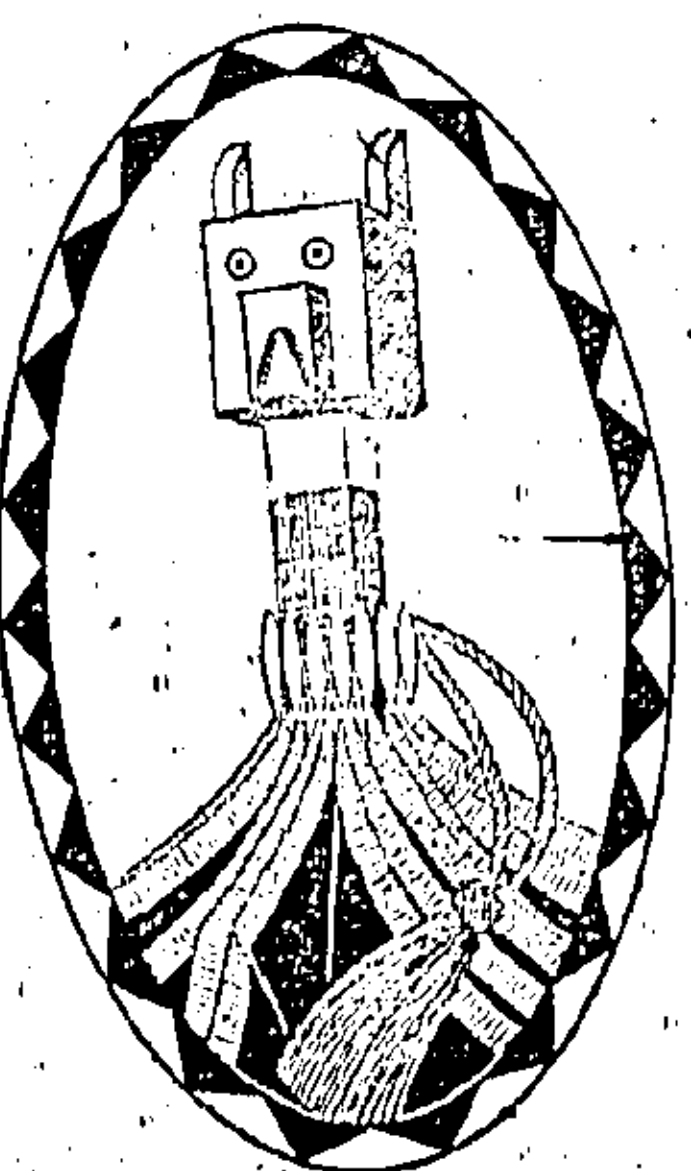
Heavy-jawed, Low-voiced.

"People, who are rather large-boned and heavy around the jaws and lower parts of the head, will nearly always have low voices—basses or contraltos. Baritone and low tenors, together with the mezzo contraltos and mezzo sopranos, will usually show a balance in the distribution of the vibrating area."

"The extremely high tenors and colouratura sopranos usually have light, bony structure, slender throats and rounded, rather oval-shaped heads, providing adequate resonance space, at the top of the head, from which their high tones come."

"Long throats are also characteristic of extremely high, brilliant voices."

CUBISTIC BULL.



A bulldog's head of amber in the cubistic manner vies with the bird umbrella handles now so popular. The umbrella is of dark brown silk.

CARE OF BEAUTY IN SUMMER.

OUNCE OF PREVENTION IS WORTH A POUND OF CURE.

Summer care of beauty must have been the topic of conversation that originated the old proverb: "An ounce of prevention is worth a pound of cure."

For nowhere is it truer. The annual autumn peeling and tedious hours spent bleaching the skin and removing freckles can be dispensed with, if a little preventive care is taken earlier in the year.

Swim, ride, play tennis or golf, walk and romp in the open for summer pleasure—yes! But don't forget your complexion!

Your skin, nails, eyes, hair and lips all deserve a little consideration. Give it to them before you start into the water or to the tennis courts and you won't have to spend double the time getting them back to normalcy afterward.

Water and sun rob the skin of its natural oil. Try the simple precaution of covering the exposed surfaces with cold creams before venturing out-of-doors. There are freckle creams and sun creams galore for sensitive skins. Or if you wish, your own cold cream will suffice.

Rub in the cream with a lavish hand, over face, hands, neck, arms, shoulders and limbs. It will shed water like a duck's back and protect the skin in a marvelous manner. No uncomfortable blisters can come to a skin well protected with cream. Nor can tan break through with such vehemence. For exercise on land, dust the body with sun-powder before starting out.

Play in the water or on the beach or courts if you will, hours on end. But after every form of exercise take a cleansing bath and apply more cold cream to keep the skin soft and pliable. Dust with talcum before dressing.

Lips succumb to exposure to wind and water, too. A good lip salve used before venturing out will protect them and keep the soft curve that means beauty. Before retiring, rub a little of the salve into the lips, if they are inclined to burn.

Eyes Suffer Most.

Your eyes have the hardest time of all your features in summer time. For the water makes them smart, the sun's glare tries their strength and the dust and heat from sports strain them. The eyes should be washed before and after swimming, or other forms of sport, in warm water slightly disinfected, preferably with boric acid. Eye shades or hats should be worn for their protection whenever feasible.

Hands are more expressive than is usually conceded. One glance in the autumn will often reveal the entire summer's activity. To keep the hands soft and attractive, cream or vaseline the nails daily; for outdoors makes them dry and brittle and they need softening. Freckle lotion should be applied to hands that need them, just as much as to the face. Hands should be carefully creamed as often as you groom yourself.

Hair is seldom given enough care in summer time. The bathing cap that is any good has never been invented. Hair always gets wet when you are swimming. And of course the salt water robs it of its natural oil. The sun streaks it and the wind blows dust and dirt into it which clogs the pores and prevents proper circulation and excretion.

Care of the Hair.

Hair should be rinsed carefully after swimming, rubbed with a turkish towel to soften and brushed at least 50 strokes with a good, stiff brush. The girl who stays on land must remember the daily brushing and should also massage the head vigorously nightly to stimulate circulation. Some good oily tonic should be applied every other night and the head rubbed thoroughly with a bath towel afterwards to remove any oil from the hair itself.

Summer make-up is a problem in itself. Don't forget that a wind-blown face cries for a darker rouge and powder than a bleached winter face. Light powder looks anaemic on a tanned face.

These are simple precautions. But the girl who is wise enough to consider her beauty in summertime will have no regrets. A nut-brown maiden is nicer to read than to see. And a blistered nose is never nice—even to read about.

Cultivate these simple beauty savers and the summer will give only pleasure—no blemishes.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, July 7th, 1927.

Madeleine has sketched for us one of the new season's models which illustrates that the small hat will be a long time dying—if it ever dies. It is a black turban of light weight felt, with a wide flare, which is exceptionally chic and becoming, crowned with a silver buckle. The crown reveals a tendency to broaden, but nevertheless follows the head-line closely, as has been the vogue this many moons. The felt has firmly established itself as the correct complement of the tailor-made, and for this reason it is never entirely out of season, because here, at any rate, we always have the tailor-made with us in some form or other. Our need for Tailor-mades in London is summed up very aptly in the words of a character in a play I saw recently: "In England we have nine months winter and three months bad weather."

The little dress which Stephanie copied for your delectation is cream washing silk, ornamented with Chinese red embroidery. I can imagine nothing more effective in its particular line, and if it were adapted for tennis, the embroidery might be omitted, while the side could be slit in the modern very sensible, comfortable and becoming fashion. I feel that at this juncture I ought to be telling you something about Wimbledon—our great tennis event of the year; but in this respect, I am absolutely un-British and range myself with the man in that wonderful play, "The Constant Nymph," who said that the English are always knocking a ball somewhere! You will do me the justice to remember, however, that I never fail to give you a new sports style when one comes along; and as Stephanie is an ardent "ball-knocker," we are well looked after.

Fashions in general seem to me to be fairly stationary, but for garden-party wear, long sleeves are coming into vogue, while the hats are wide and floppy on both sides, and feather boas and diaphanous coats are worn by young and old. In short, one might say that there is a revival of the "fluffy," after simple severity.

While talking of fashions, I am led to mention a book in the wrong place, because I feel that the point in question has more to do with things sartorial than with literature. In his new book of short stories ("The Woman Who Stole Everything"—Cassells), Mr.

Arnold Bennett has set out to dissect us with no uncertain hand, and on the whole he has impressed me considerably. He certainly has had extensive experience of a particular type of woman whom it is the fashion to call "Modern," but who has existed throughout the Ages, beginning possibly with Eve, or undoubtedly with Jezebel. But to return to the fashion part. In describing one of his "heroines," he says: "How she managed to be always smartly dressed, I cannot explain; she herself could not have explained; it was just a girl's miracle. But many such girls accomplish many such miracles."

Now the point arises: Is Mr. Bennett merely being subtle? If he is, of course we know what he means, even though we may not



An afternoon frock in crepe-de-Chine. The accented pleated skirt can be slit at the side if desired, and a colour note is introduced by means of embroidery in vivid colours.

agree that there are "many." On the other hand, it is possible that the author really thinks we can manage miracles in manipulating a dress-allowance of minus something per annum. If so, I would like to assure him that I have been trying to do it for the last three years with a very definite and un-miraculous result! For all our sakes, I hope no husbands read the paragraph I have quoted—or if they read it, I hope it does not strike them particularly—otherwise we shall hear this sort of idiotic generalisation: "Plenty of women manage to look smart on nothing a year, my dear! It's just knack!"

Try This!

I don't know whether Pigeons are much in your line; but in case they are—and you never know what you may come to (as my last servant said, when comparing her present with her apparently glittering past)—the method I am about to give you is called "Pigeons à la Mirabeau." Split the pigeons in halves, remove the breast-bone, and braise gently for half an hour. When cold, spread with a layer of sausage

meat; egg and bread crumb, and fry in boiling fat. Dish with brown sauce or tomato sauce, and serve bread sauce as well. Garnish with watercress.

While on the subject of pigeons, I am reminded of an appetising method of roasting them. Chop up a dozen large mushrooms roughly, mix with two ounces of butter, season with salt and cayenne, and stuff the birds with the mixture. Truss, cover with thickly buttered paper, and roast for about twenty minutes; then remove the paper, and brown the pigeons under the grill. Make some more butter hot, and in it fry an onion minced, until quite brown. Add half an ounce of flour, and brown, then three-quarters of a pint of stock. Boil up, simmer for ten minutes; then strain and serve with the pigeons.

An excellent stuffing by way of a change for fowls is made by roasting and peeling a dozen chestnuts. Then pound them and add a small onion, a teaspoonful of chopped parsley and a tablespoonful of grated ham; also a dust of mace, pepper and salt, and two ounces of butter. The minced liver of the bird may be added with good effect. Mix all these ingredients well, and use for stuffing.

Is That So?

This week our sketch is of the Countess of Oxford and Asquith, better known to the reading public, and for that matter to the general public, as "Margot." I gave you last week an extensive quotation from her latest book "Lay Sermons" on the subject of health, and they deal with Character, Carelessness, Politics and Fashions as well. On the subject of the latter, the Countess deplors that we deck ourselves out with imitation pearls, feathers and fripperies, and that we have no "tops" to the tops of our heads; in other words, that we have most of us dispensed with the neat little bun. It may be a pity; but if the departure of the bun has taken in the bandeau, and the hat which used to, like the cherub, "sit smiling aloft," we have much to be thankful for.

The Street of Adventure.

This week I have been reading Miss May Sinclair's latest book, "The Allingham" (Hutchinson). For those of you who like intimate studies of family life, without any particular plot, this is a book which will please you. The Allinghams are father and mother and six children, not to mention a dominating and rather dear maiden aunt. Miss Sinclair allows her characters to reveal themselves by their conversation. She never says: "Mrs. Allingham was a selfish, spoilt little woman with a streak of sentimental kindness; she thought that because she had brought six children into the world, she had the right to control their destinies," but before we have read far, we know this.



The Countess of Oxford and Asquith. (A new caricature.)

AN EASTERN FANNING.

[By Y. Curtis.]

Much has been written about the language of the fan, and of a surety, there is no more eloquent medium for the expression of the emotions.

Yo San of the almond eyes, knows every move in the game, the lowering of it, the side-long peep, and the total eclipse of her tantalizing little face.

The crinolined, early Victorian beauty, toying with her illiputian, Mother-of-pearl, or Ivory Watteau-

painted bit of coquetry called a fan, was also an expert.

So is the Spaniard and Italian. The black lace fragility of her fan, becomes a powerful ally in her dainty fingers, when playing the mighty Cupid's game.

Each silk-clad, long robed Chinese, becomes a Micaëdo to Western eyes, when manipulating his fan, in either house or street.

English modern dress does not lend itself to the subtlety suggested by the wearing of a fan, so perhaps the English modern Miss is the poorer for lack of this knowledge.

It may be that the frank camaraderie, that obtains between the sexes nowadays, has done away with the coquetry inspired by the

use of the fan, and this, despite the beauty of the gigantic ostrich feathers, wielded by the film "vamp."

But it has been left to the lads of the British Navy and Army out East, to add yet another interpretation to the language of the fan.

In future when fans are mentioned, a mind picture of hundreds of sailors and soldiers, in a Picture House in Hongkong, bronzed, huge, and Oh! so terribly hot, each and all wielding a palm leaf like a whirling whetstone, will recur again and again to one's spectator. If language it conveys, surely each fan is yelling, "Hot! Yes! but, What care we!"—and so on through the whole picture, with great vigour, the palm leaves whirr.

NEGLEGEE BACK IN POPULARITY.

THE TIME FOR FRAGILE CHIFFONS.

New York, July 2.—This summer's fashions, fluttering and floating in the most feminine manner, offer negligees the opportunity to come into their own again.

For with house dresses and even aprons making the most of bows, flouncings and other feminine touches, negligees quite properly demonstrate that they are the most feminine of all women's apparel, being the most intimate.

The Psychological Moment.

Therefore it seems the psychological moment to sponsor the most fragile, intimate negligee possible, using filmy chiffons, delicate, cobwebby laces and exquisite flowered nets.

Then, too, pajamas—the rivals now for several seasons of the very feminine negligee—seem to be leaving the bedroom for the beach. They are becoming garments for recreation rather than for rest. The womanly woman who has enjoyed feeding naughty wearing sporty pajamas in the privacy of her boudoir, finds that she no longer derives that pleasure when everybody is wearing them in the open.

Many women, therefore, are asking for a distinctive negligee—"something lovely, and soft and floating—and of an unusual colour."

Consider the Use.

Before planning a negligee I always ask just what type of garment she has in mind. Is it to be a tea gown? Or a lounging gown? Or the most intimate of all, a gown to be worn only inside the boudoir?

If it is a tea gown, I plan a softly draped crepe, satin or georgette on much the same lines as a dress—with perhaps not so tight a swathed hipline and with sleeves looser and cuffs wide. Length, style points, colour and textures are the same as dresses. For the day of trailing tea gowns with yards of chiffon sweeping the floor and flowing sleeves that dip in cups has passed.

The tea gown to-day is a comfortable garment, easily slipped into, suitable for an hour's rest before dinner.

The lounging robe is the second type of negligee. This corresponds to what was formerly called a kimono. It is meant for boudoir wear, when Milady is having her manicure and getting her hair dressed. It is also ideal for travel and just the thing to take on a fortnight's visit.

One of the smartest lounging negligees I have designed this season is a stunning print on a dull background—great decorative flowers splashing their rich Indian orange, rust, wild orchid and deep, royal blue and crimson colours in a gorgeous design.

The coolie coat was the inspiration for its cut. But there is a suggestion of the harem in the swathed sash of plain black bordered with the same striped taffeta of plain black bordered with the same striped taffeta that edges the bottom, sleeves and front of the robe.

Beyond the Reach of Pajamas.

Loose sleeves, straight lines, and the gorgeous colouring of this exquisite print give a dash and yet a feminine touch that pajamas could never achieve.

Rich gold lace, and filmy chiffon in a chartreuse green shade are the materials used for a negligee for a brunette bride. Fashioned over a matching slip of chiffon topped with gold lace, the upper portion of this negligee is one with the long graceful sleeves that fall well below the knees, their pointed edges finished with deep gold lace.

The lace, edged with chiffon, fashions the semi-circular skirt with its stylish points. There soft silken flowers in pink, orchid and blue snuggle at the gold lace waistline, with streamers of colour hanging.

Fashion's Best Features.

The neckline is Vionnet, the belt at almost normal waistline, and the hem takes points to unevenness—all hints from the summer's best fashions. Its exquisite flowing sleeves, with the weight of the gold lace just enough to encourage their hanging in soft folds, given an unbelievable grace and alluring charm.

I always use pastel shades for the most intimate negligees. Ibis, peach, sea foam, cherub, flesh and so on. Or white.

LOOKING AHEAD TO THE WINTER.

THINKING OF FURS AGAIN.

Summer's torrid days, curiously, are the best time of the year to consider one's winter furs.

First of all, one's fur coat and other furs should be given scrupulous cleaning and then either be put in cold storage or packed away carefully in camphor and moth balls.

But even before it is put away, it is a good plan to have your fur coat made over for next winter while there is time to look around for ideas. At least every rip and worn place should be repaired and the lining put in condition. There is never an excuse for a shabby fur coat. It is the most flagrant sign of slovenliness that a woman can flaunt and stamps her definitely as not belonging in the class of the well-dressed.

Cause to Rejoice.

This summer, women who wish to have their fur coats made over will find reason for rejoicing. For the coats of next season take unto themselves all the beauties of tiers, pockets, odd yokes, jabots, revers and flouncings of the season's gowns. And every woman knows that it is much easier to make a garment look brand new when the mode lends itself to piecings and supplementings.

Next winter's fur coats will reflect individuality. Just as from a multitude of styles a woman now picks the gowns and frocks that best express her personality, so next season's coat will enter the class of the individual apparel that is designed especially for its wearer. Women have tired of standardization in fur coats.

The long, ruffled revers of one coat give it an individuality unlike that of the coat with a buttoned mannish collar. Pouch pockets on this model will distinguish it from similar pelts that have either plain pockets or none at all.

As summer styles have sponsored the two-tone idea in colour, so winter furs will sponsor the two-tone idea in materials. Practically every coat has contrasting trimming, which again enables last season's coat to lend itself admirably to fashioning an entirely different coat for the coming winter.

Same Furs.

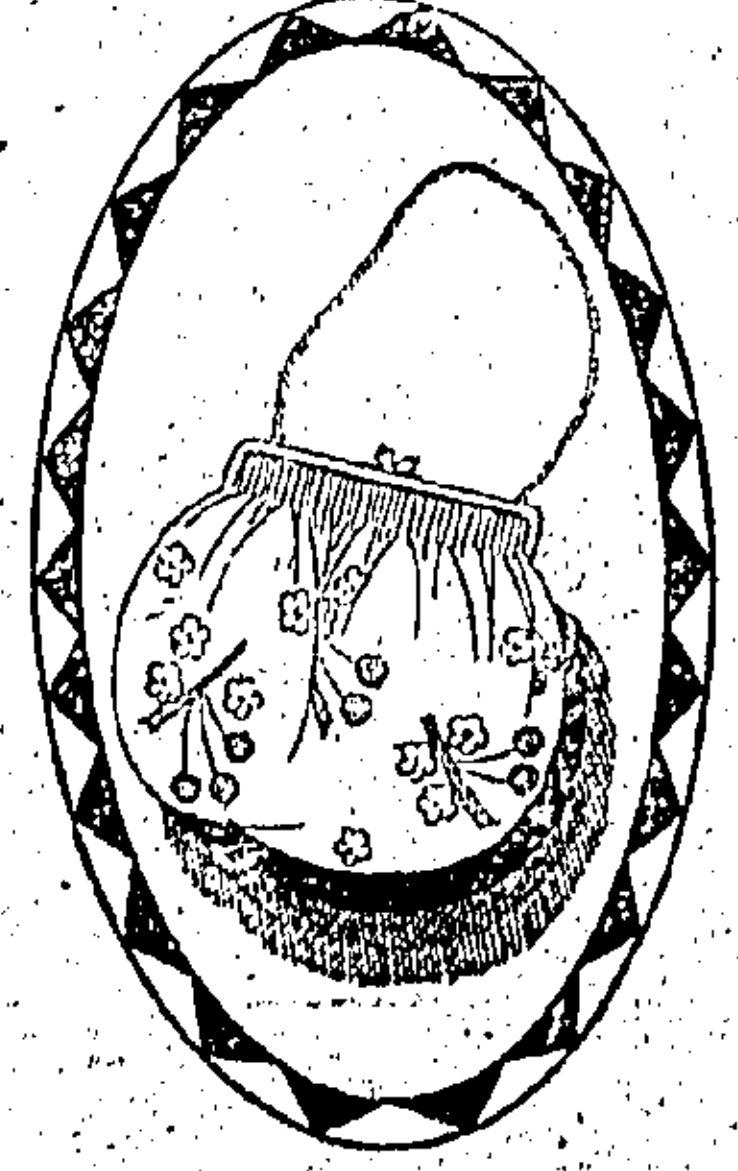
The furs used in next season's coats do not differ greatly from last season. There are pony coats, caracul, beaver, seal, leopard, mole, ermine and so on. But the manner in which they flare, are tiered, have yokes, flouncings and their contrasting kind or other fur touches are decidedly new.

Sports wear influences the new fur coats to a large extent. The straight-line, tubular silhouette is still the most popular but this is often broken by a bloused waistline above a straight skirt, by pointed yokes of contrasting fur, by borders in rainbow pattern of various furs and other novelty touches.

After Motoring.

If you have eyes that are easily irritated by dust and wind, it is a wise precaution to carry a little borax in the pocket of the car. Take a pinch of the borax in an egg-cupful of warm water and bathe the eyes with a morsel of cotton-wool. This will give immediate relief to eyes irritated by dust.

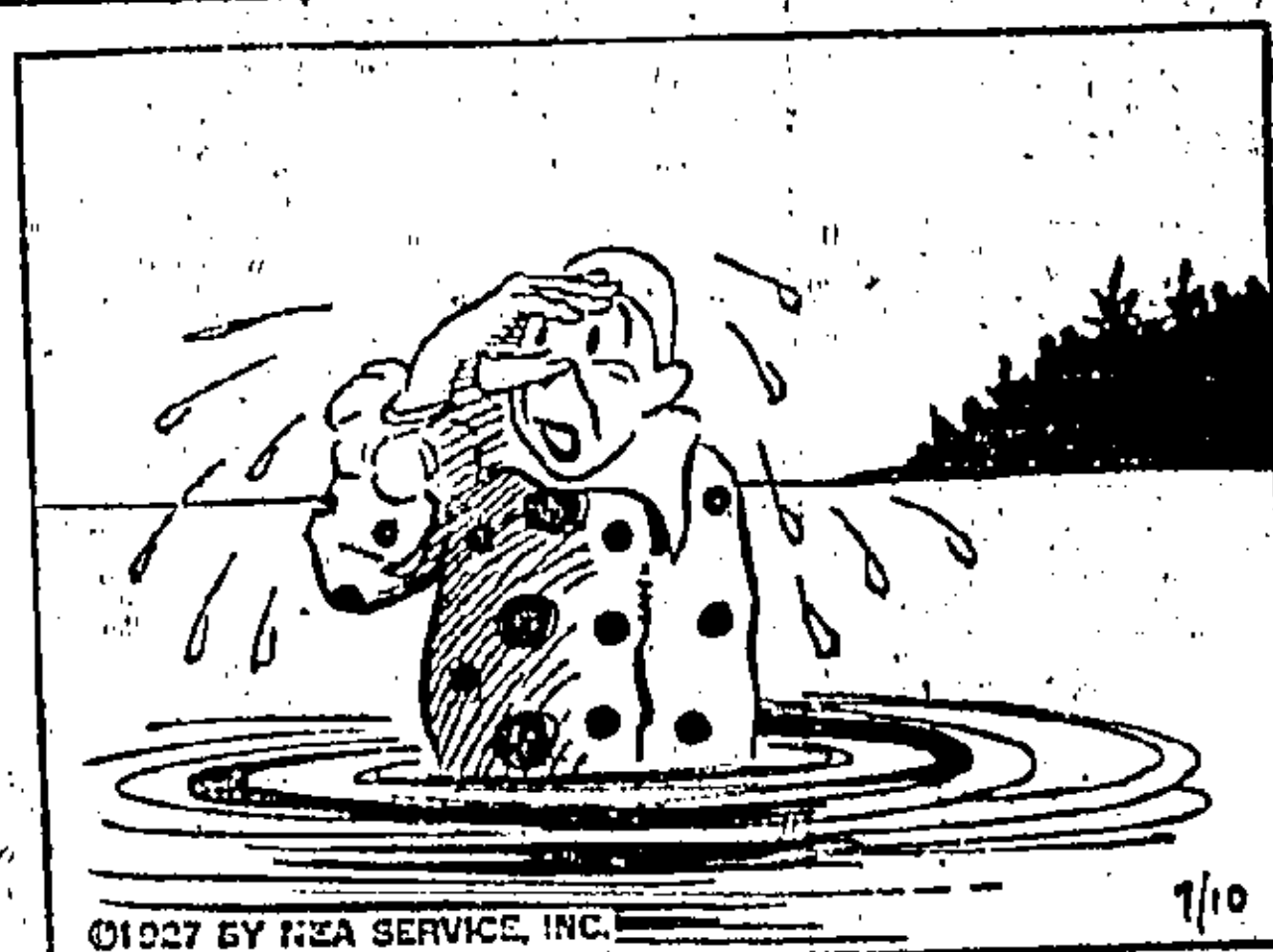
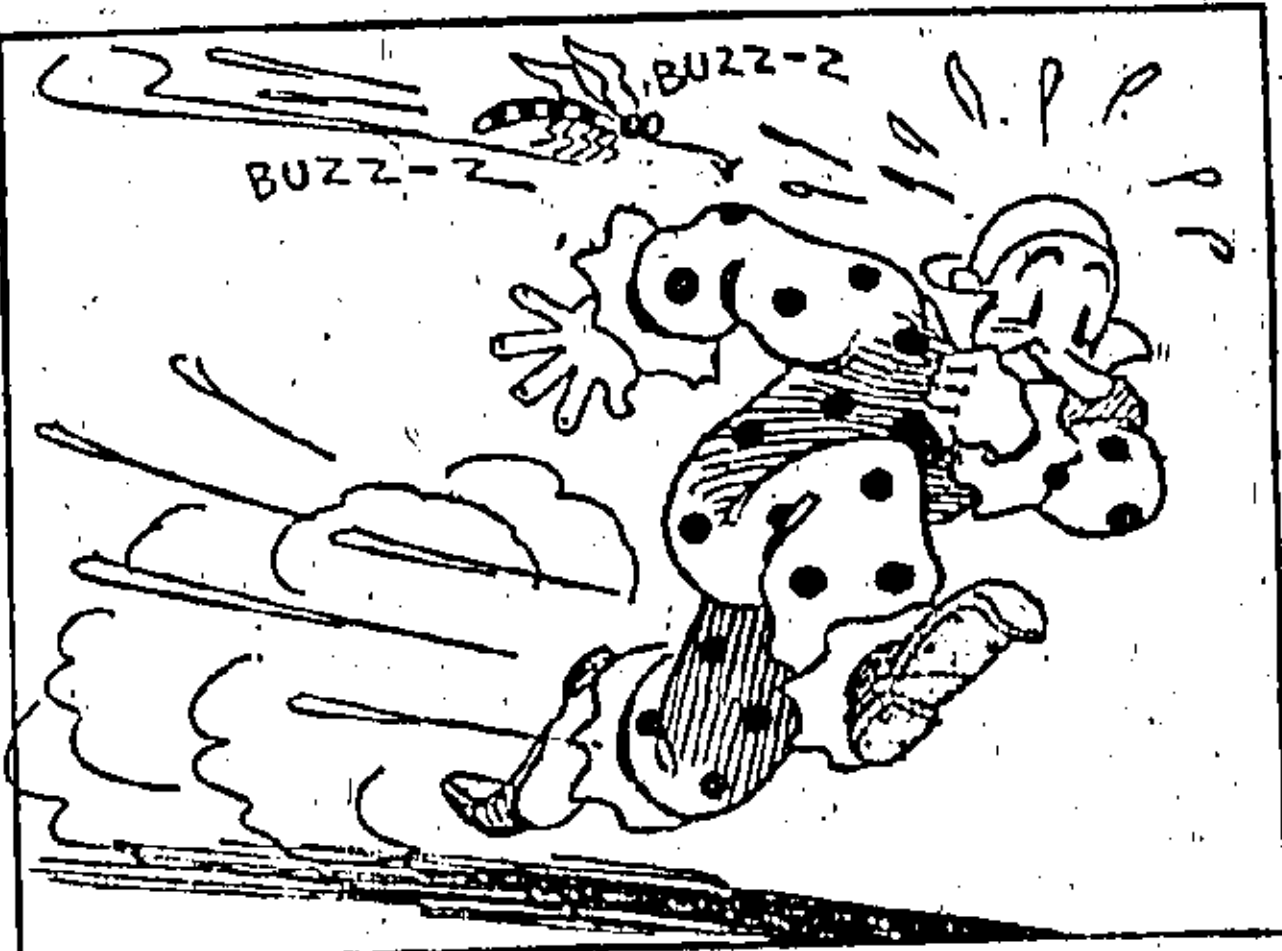
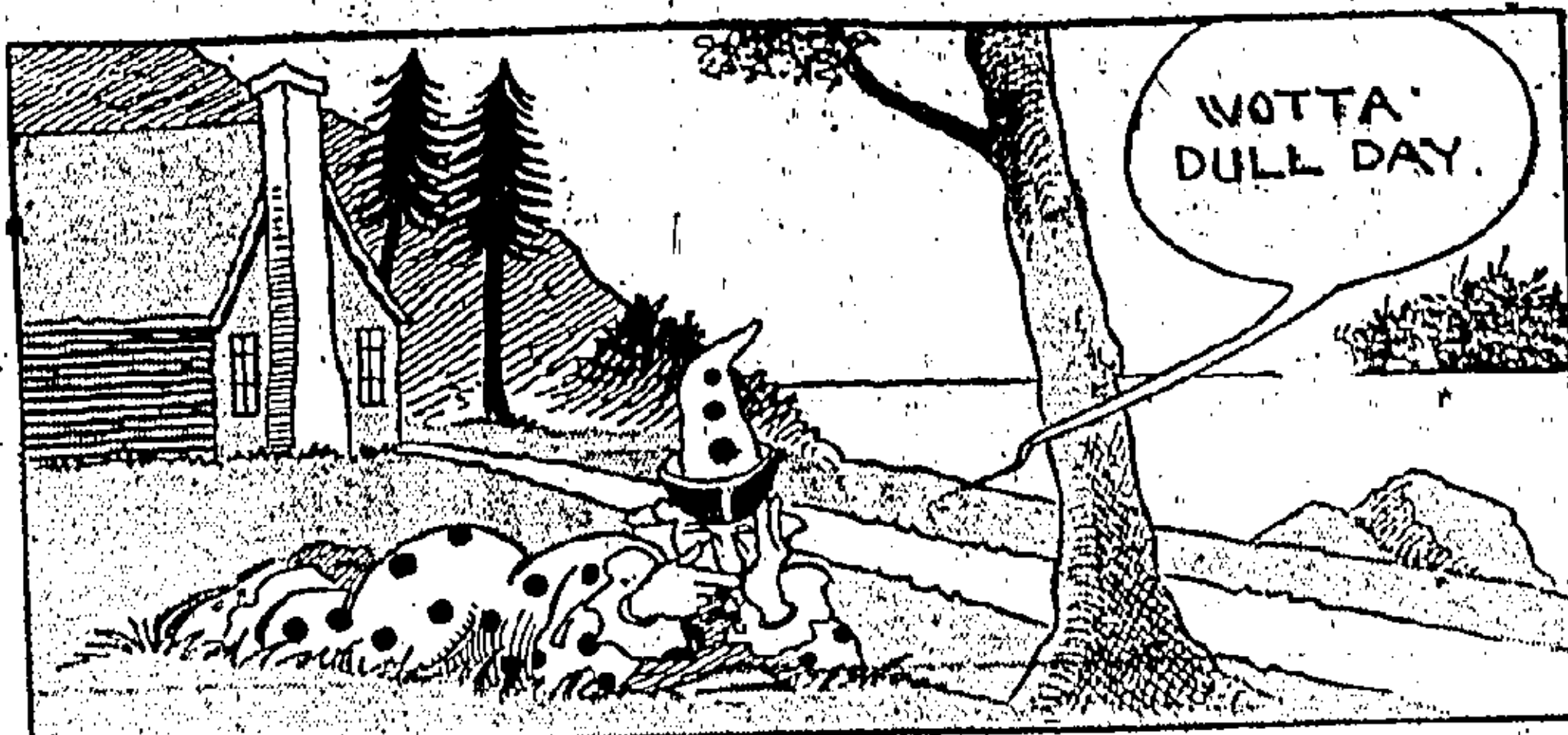
POUCH BAG.



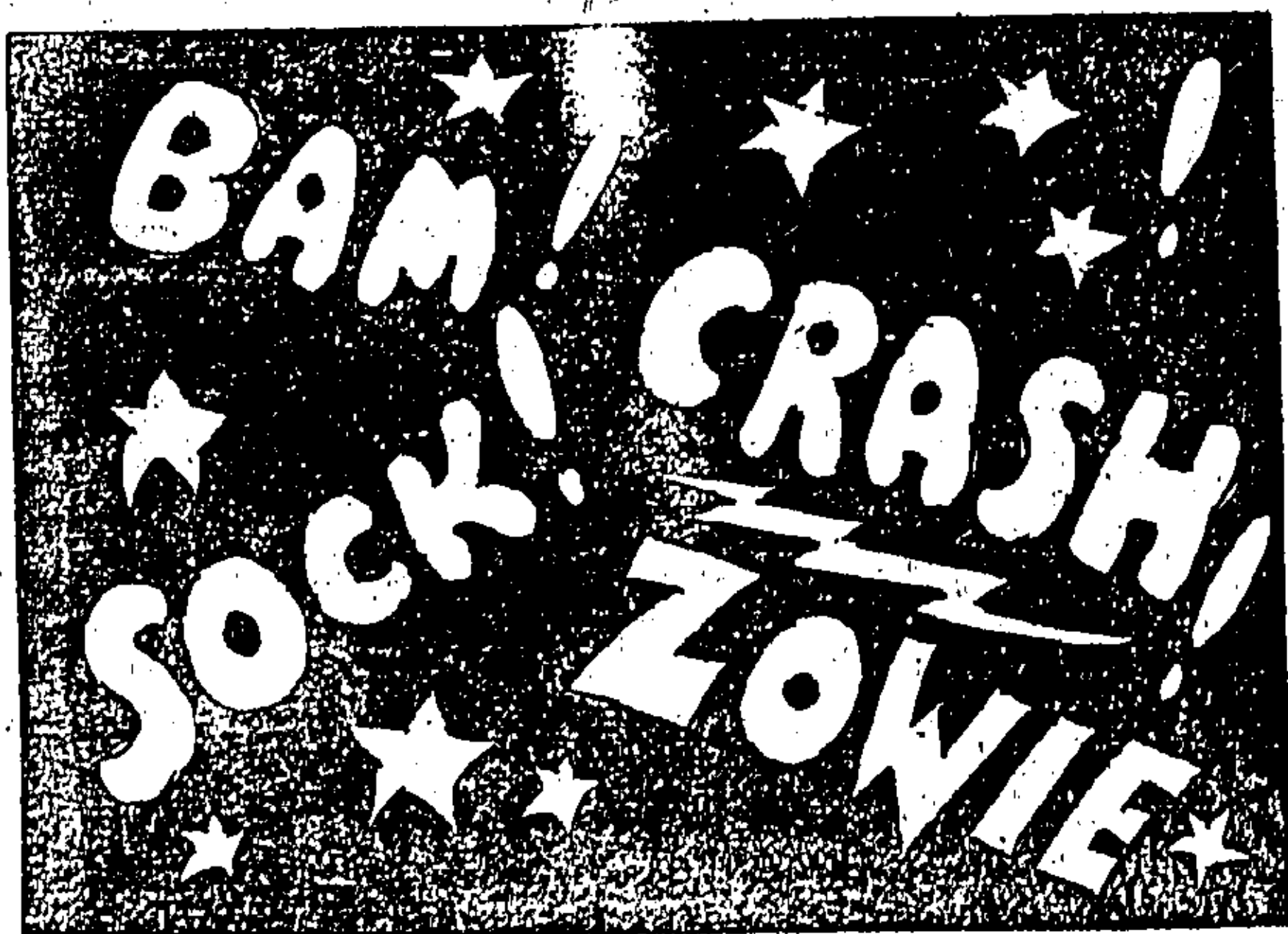
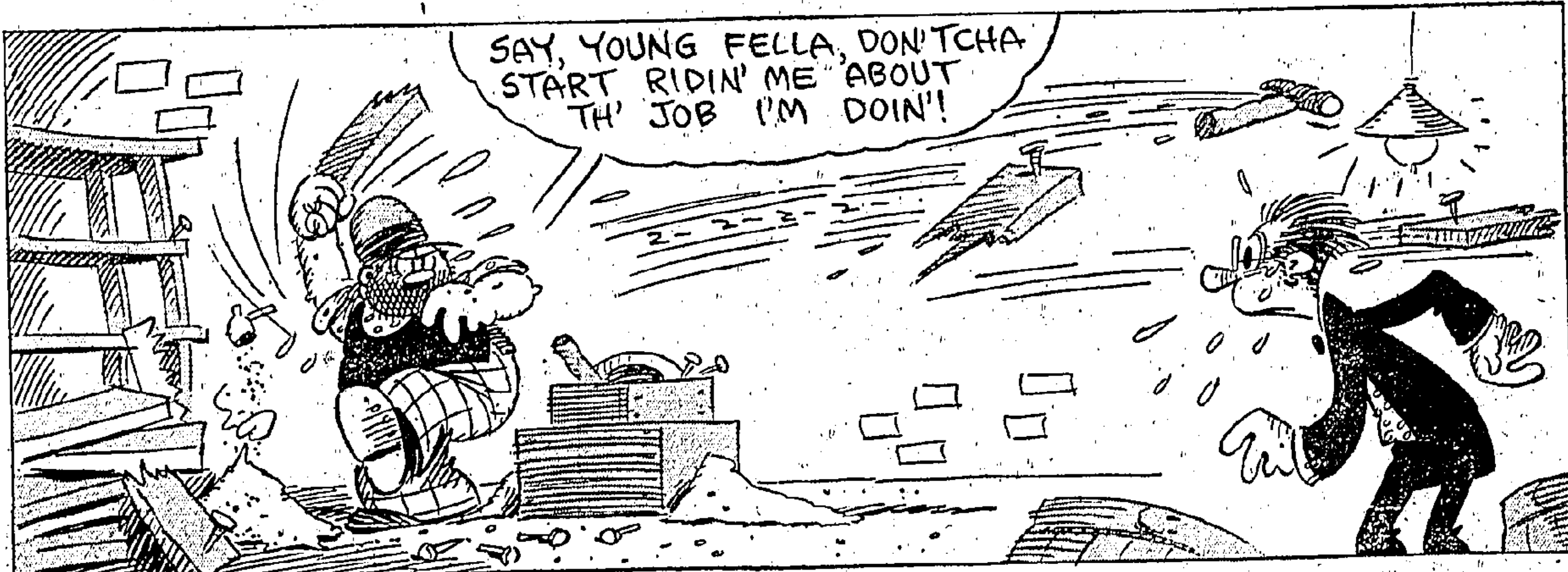
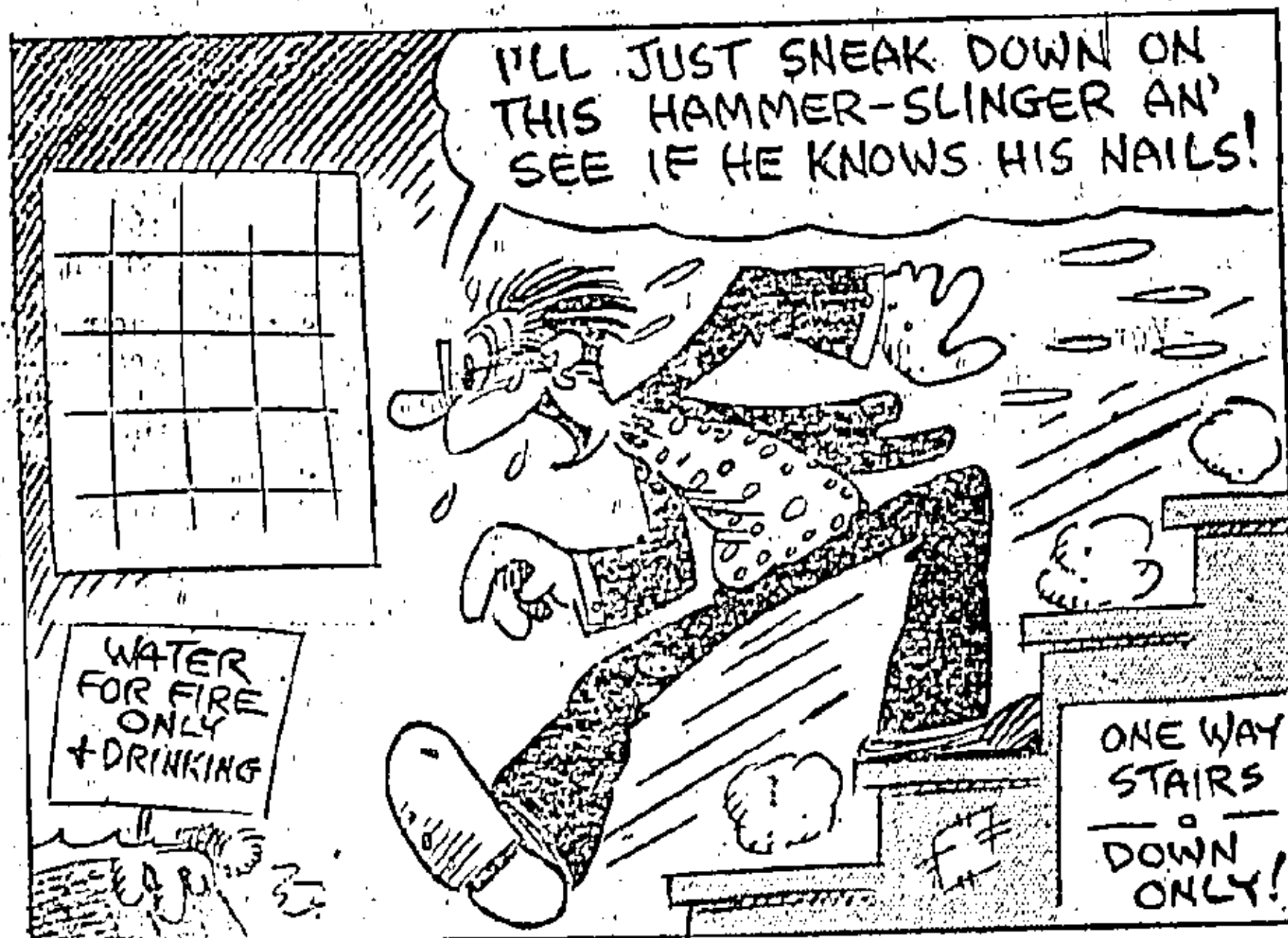
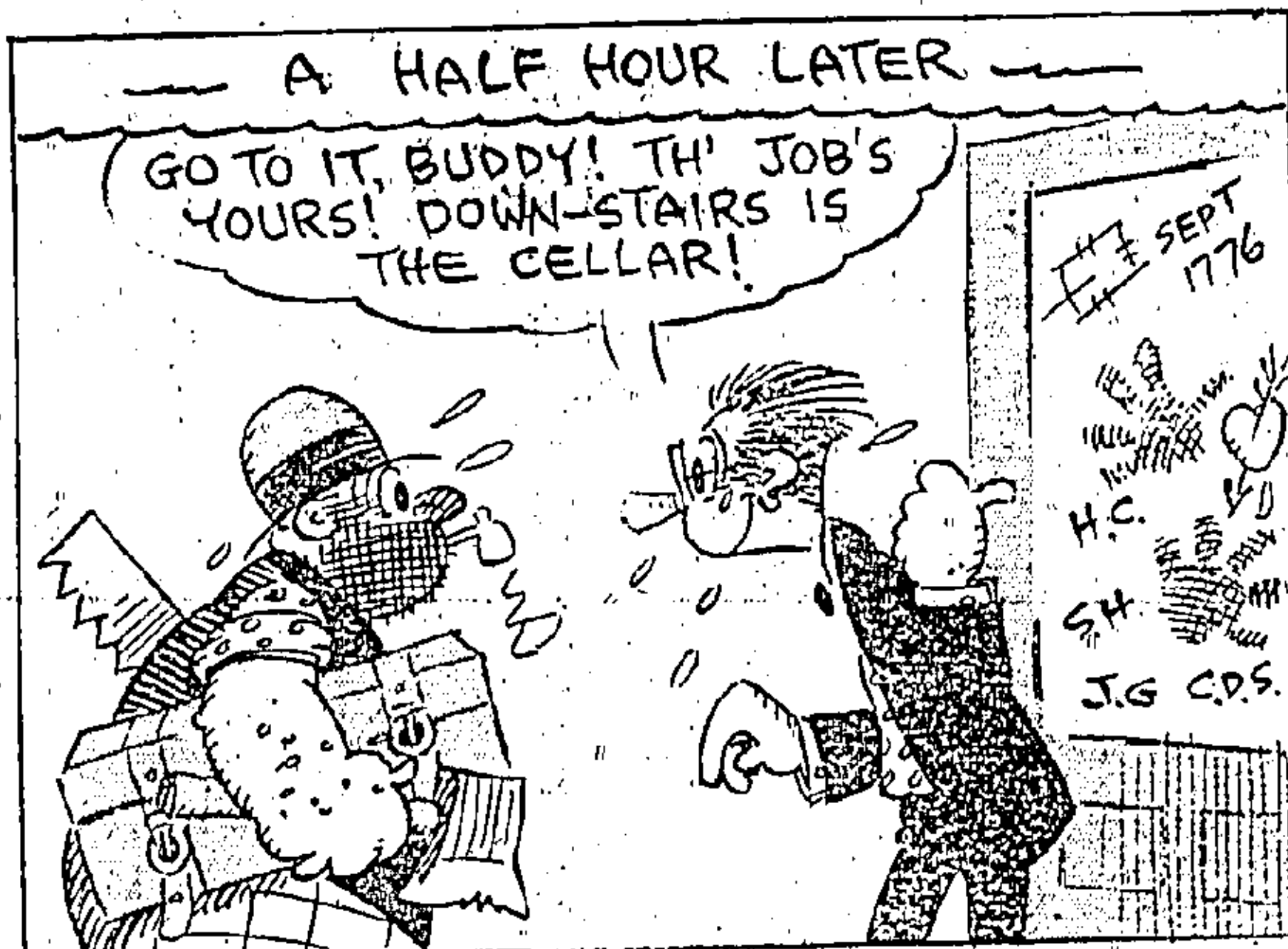
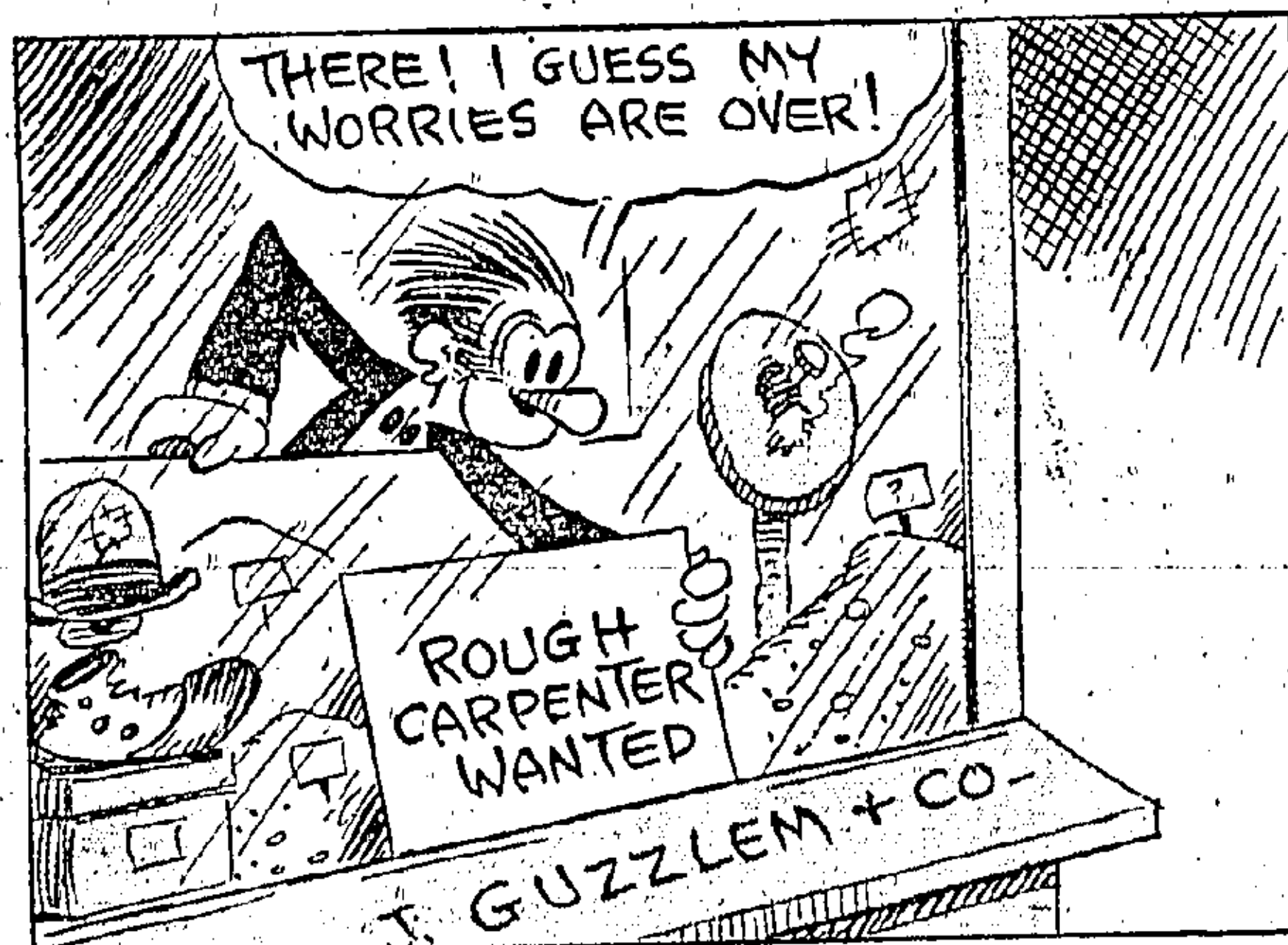
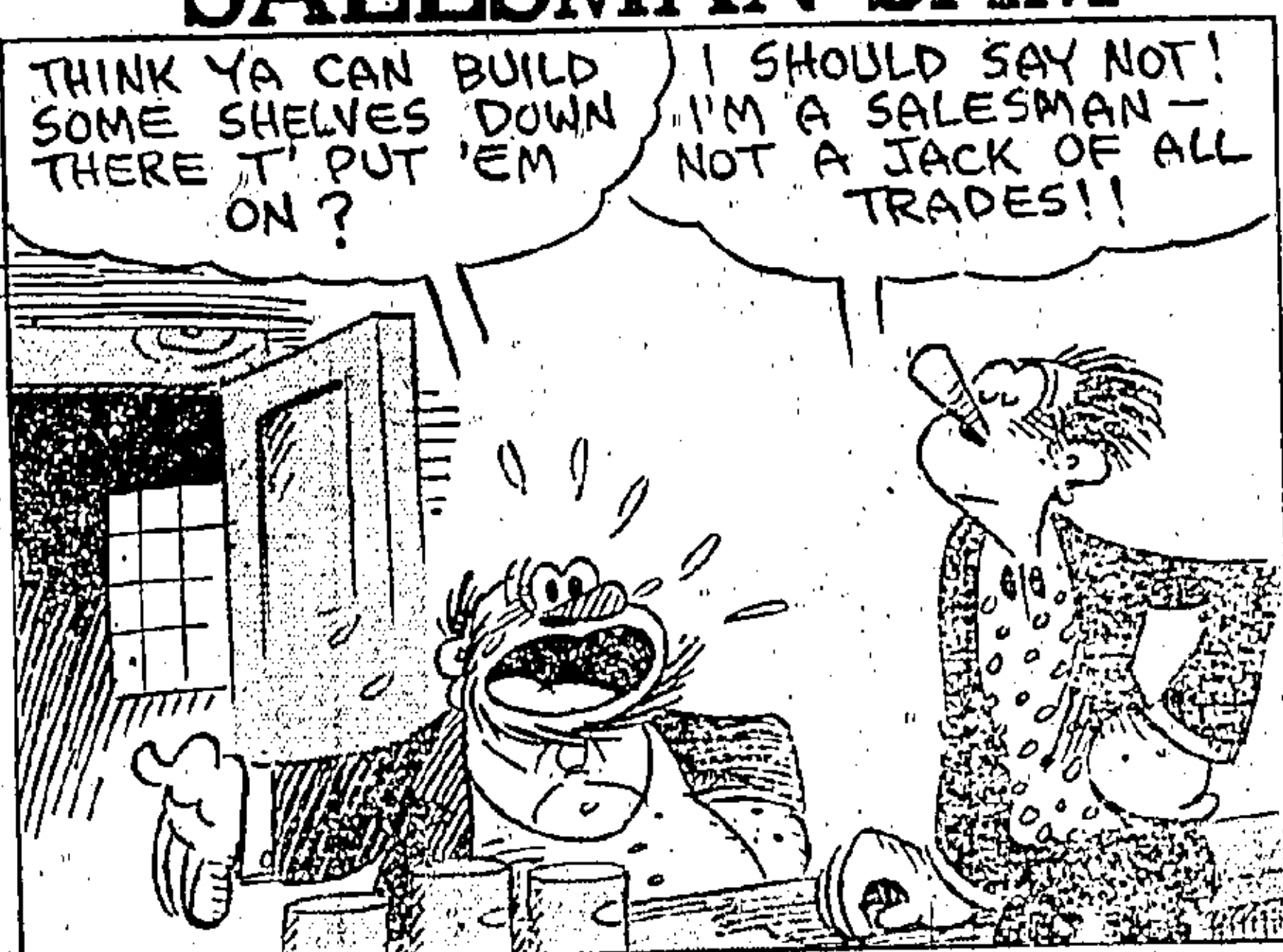
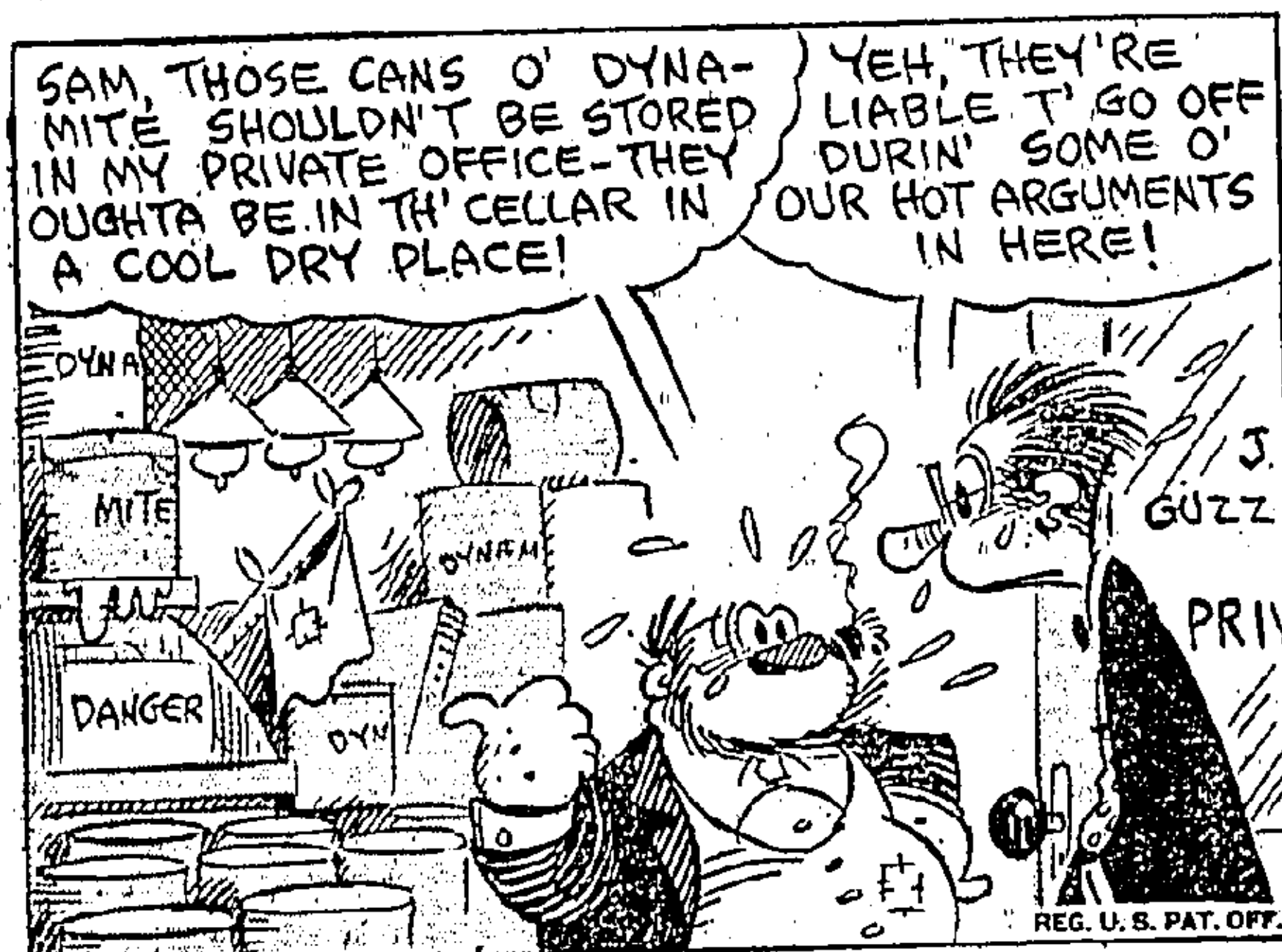
This very new, quaint little pouch bag of peach organdie with painted cherries and cherry blossoms is for summer.

Jo-Jo the Jester

By JIM LIVERY



SALESMAN SAM



WHITEAWAYS FOR DOLLAR VALUES

THE WORLD OF SPORT

COUNTY CRICKET.

RAIN INTERFERES WITH PLAY.

ONLY ONE MATCH COMPLETED.

Owing to rain falling practically over the whole country on Thursday and Friday, there was only one of the County cricket matches played to a full result. Five matches were left without any result at all, there being less than six hours' play. The best individual performances were—

Batting.

Hardinge (Kent)	154
Jupp (Northants)	82
Jupp (Northants)	88
E. Tyldesley (Lancs.)	124

Bowling.

Wright (Kent)	6 for 20
Jupp (Northants)	5 for 62
Bowley (Sussex)	6 for 69

Playing at Taunton, Kent defeated Somerset by 319 runs. The scores were—
Kent, 345 and 243 for two wickets (declared).
Somerset, 214 and 59.
In Kent's first innings, Hardings contributed 154 and Ashdown 112, while the principal scorer in the second knock were Bryan with 128 and Hardings 82 (not out).
Somerset's collapse in the second innings was mainly due to the fine bowling of Wright, who took six wickets for 29 runs.

NO RESULTS.

Do Not Count For Championship.

The following matches were all interfered with by rain and ended in no result, not counting for the championship. There was no play on the second and third days:

Essex v. Gloucester, at Lords. Middlesex had made 178 in their first innings, and Worcester had made 26, for the loss of two wickets.

Essex v. Gloucester, at Leyton. Gloucester had made 199 in their first innings, and Essex 75, for the loss of five wickets.

Warwickshire v. Surrey, at Birmingham. Surrey had made 231 in their first innings, and Warwick 82 for seven wickets.

Leicester v. Hampshire, at Ashby-de-la-Zouch. Leicester had made 134 in the first innings and Hampshire 81 for the loss of five wickets.

Derby v. Yorkshire at Chesterfield. Derby had been dismissed for 157 and Yorkshire's score stood at 92 for the loss of five wickets.

JUPP IN FORM.

With Bat and Ball.

In the match, Northampton v. Notts, at Northampton, Notts gained points on the first innings. The scores were—

Northants, 152 and 169 for six wickets.
Notts, 231 for six wickets (declared).

For Northants Jupp made 83 in the first innings, 62 in the second knock, and was most successful with the ball, taking five of the opposition wickets for 62 runs.

POINTS FOR GLAMORGAN.

A First Innings' Lead.

Playing at Cardiff, Glamorgan took first innings points off Sussex; the scores being—
Glamorgan, 207 for nine wickets (declared).
Sussex, 118.

In bowling against Glamorgan, Bowley took six wickets for 69 runs.

MATCH DRAWN.

E. Tyldesley's Century.

The match between Lancashire and New Zealand, at Manchester, was left drawn, weather interfering. The scores were—
Lancashire, 229.
New Zealand, 57 for one wicket.

Ernest Tyldesley contributed 124 towards Lancashire's total. Reuter.

The African Theatres Company has decided to build new theatres and cinemas in Johannesburg, Cape Town, Port Elizabeth, Durban, Pietermaritzburg, Bloemfontein, and East London at a total cost of over £1,000,000.

BLIGHT ON CHAMPIONSHIP CRICKET.

THE INACTIVITY OF GEORGE GUNN.

A blight descended on championship cricket of the North of England writes Cricketer of the *Manchester Guardian* after spending a day watching Notts at Bradford. Day after day the same dull tale has to be told. A team wins the toss, bats first on an easy wicket, lays a solid foundation for the innings, and then goes on the day long pushing and poking, risking nothing, making a wicked travesty of the best of games.

The age of chivalry is gone; that of sophists, economists, and calculators has succeeded. A few years ago Quaise was supposed to be a slow maker of runs; whenever he batted four hours for a hundred many hot-tempered gentlemen would write to the newspapers about it. To-day Quaise's pace of scoring has become normal. We got into ecstasies of delight to see Hammond or Chapman getting 50 runs in an hour. Spooner, MacLaren, Denton, Tyldesley, Hirst, R. E. Foster, Jessop, Hobbs, and A. O. Jones all scored at Hammond's speed, and with as much art, each in his own style. And all of these glorious cricketers may have been observed in action in a single summer's day. More maiden overs are bowled in county cricket at the present time than ever happened in Attewell's period—and there are six balls to the over now and our wickets are absurdly smooth. In the North of England, at any rate, the championship is killing the spirit of cricket; the prize has come to be honoured more than the game.

It is no use mincing words, no using the tolerance of old age that fears the retort "You live in the past; cricket never was as good as it used to be." Facts are facts, and Lancashire, Notts, and Yorkshire matches this season have day by day sent out a dullness, a covetousness, of play that would not have been tolerated twenty years ago. One or two stone-wallers are needed in every eleven, but no more than that.

THE INDOLENCE OF GEORGE GUNN.

At Bradford Notts had first use of a slow, comfortable pitch. Gunn and Whysall began batting one or two minutes after twelve o'clock. George Gunn resisted temptation to hit hard at every ball but two for four hours and five minutes. In this space of time he somehow made 48, including a couple of boundaries, one of which was achieved from a good length ball. From the first day of the Lancashire v. Notts match, last Saturday but one, I have suffered more than seven hours of Gunn within eight days and have seen him poke a matter of 30 runs away from his indolent and insolent bat.

After Notts had made 100 for no wicket and had therefore accomplished an excellent point of vantage for a winning score, Gunn persisted in merely stopping good and bad balls, and for another hour and a half declined to get more than 24. From noon to close of play Notts were at the wicket five hours and a half for 282 for four. Of these Whysall got 134 in five hours and twenty minutes, which means that the other Notts batsmen in a whole day on an easy turf could scrape together (extras not counted) a miserly 89!

A Drag on the Wheel.

After lunch Gunn's cricket was stupid. Whysall played superbly and did all that a strong bat could do to land Notts into a winning position. Gunn was merely a drag on the wheel. As a consequence of Gunn's tactless play Notts were not more than 186 at twenty minutes past five when the first wicket fell, which was, of course, Gunn's.

In the afternoon's last hour Payton made 13 out of 53 scored in that time. Championship cricket forsooth! Why do we tolerate it at all?

When Gunn returned to the pavilion the crowd mingled hoots with its applause; never before have I heard a batsman come back from a field to so many unfriendly, even abusive, noises. The crowd was goaded to its anger and irony, and they had a right (in human nature) to express themselves.

Again, of the Lancashire-Leicestershire game at Old Trafford, this readable critic says:

Hallows and Watson made the situation safe for Lancashire by scoring 82 in an hour. With responsibility served, did they now

"SWIMMING SIMPLIFIED."

WATCH FOR MONDAY'S LESSON.

If you want to learn how to swim and how to dive, here's your chance—at no cost!

The *Telegraph* will teach you how to master the fundamental principles of swimming and diving.

We will start on Monday a series of twelve articles on swimming and diving prepared by James A. Lee, athletic director of the Cleveland (Ohio) Athletic Club, one of the largest of its kind in the world. The club has more than 2,400 members.

Lee knows his swimming. And he knows how to teach beginners. He instructs hundreds of beginners each year and also aids hundreds of swimmers in perfecting the art.

His articles, written forcibly and in a style easy to understand, leave no chance to escape learning if you follow—and practice—instructions given.

Each article is short and snappy, yet complete. They are illustrated.

BIRDS IN THE PARKS.

LONDON'S MANY SACTUARIES.

Some points of special interest emerge from the report for 1926 of the Committee on Bird Sanctuaries in the Royal Parks in and near London. Apart from the special enclosures designed to attract and shelter wild birds, all these parks form sanctuaries of wild life amid the desolation of London buildings. In Richmond Park the variety of wood, water, and open land, and particularly the wealth of old timber, are especially seductive to birds at breeding time; it is welcome hearing that they 60 wild species are believed to have bred there last season. They included several kinds of owls and woodpeckers, as well as the stock dove and the redstart—all birds which nest either habitually or at need in such decayed and crannied oaks as still embellish Richmond Park. The most striking addition to the nesting birds of this park in 1926 was a pair of woodlarks, which have remarkably increased their numbers in the last few years—apparently, but of deforestation. Despite their name, they haunt heaths and hillsides dotted with timber, and their recent multiplication seems due to the clearing of large tracts of old heathland during the war years. London has profited by the bent towards colonization shown in late years by many kinds of ducks. Tufted ducks and pochards are often plentiful in winter on the Serpentine, and several broods of tufted ducks—which are often mistaken for goldeneyes—were hatched in Central London last summer. Although the islands in Hyde and St. James' Parks, like the woods in Richmond Park, are sanctuaries with a special degree of protection, the attention of bird-lovers will be focused on the passages in this report which touch on the enclosures lately dedicated to birds in Hyde Park and Kensington Gardens.

Here the earlier amenities appealed to but a limited group.

It is satisfactory to learn that the number of species nesting in these two parks was maintained, and that care has been taken to make the newly planted strip beside the Serpentine more attractive.

Bank notes to the value of £650 have been found following the death of two old people who lived at Peapleton, Pershore, Worcestershire. Mr. Jesse Smith, aged 76, and Mrs. Hannah Cross, aged 73, brother and sister, shared a cottage with another sister, an old nurse. On the death of her brother and sister Nurse Smith decided to go into lodgings and sell the furniture of the cottage. She decided not to part with two old boxes, however, and later £600 was found in them, and another £50 was discovered in a small tin.

proceed to expand and give the crowd reasonable entertainment? They did not. Hallows and Watson went on playing championship cricket, as it is understood in these days—"Safety first, wait for the bad ball, and then whatever you do, be careful with it. You might get out! Never mind the crowd—they will stand anything." Hallows and Watson, with little or nothing at stake, exploited much the sort of batting we invariably are afflicted with during Lancashire and Yorkshire matches. As I left the sunny field at a quarter-past four Watson was going cautiously for his 50. A ripple of applause reached my ears as I walked down the quiet Warwick Road. Watson had attained his goal. How generous is a cricket crowd!

"THE LIBRARY OF GRAY'S INN."

AN IMPORTANT EXTENSION.

The Benchers of Gray's Inn have decided on an important extension of the Library of the Inn.

The present building in South-square is connected with a corner the charm of which, with the statue of Francis Bacon in front, is familiar to visitors from all parts of the world. The corner will undergo a change; but the architectural scheme provides for a new building which shall be in harmony with the peaceful beauty of the inn. The present library is situated on the north-east side of the square, and the extension will adjoin it on the eastern side.

Thus the library will form a complete corner and the addition will take the place of a building which is now used as offices, including those of the Under-Treasurer. The new building, which will give accommodation for 50,000 volumes, will be known as the "Holker Library." A sum of £100,000 was bequeathed by Lady Holker to found scholarships in memory of her husband, Lord Justice Holker, who was a member of Gray's Inn.

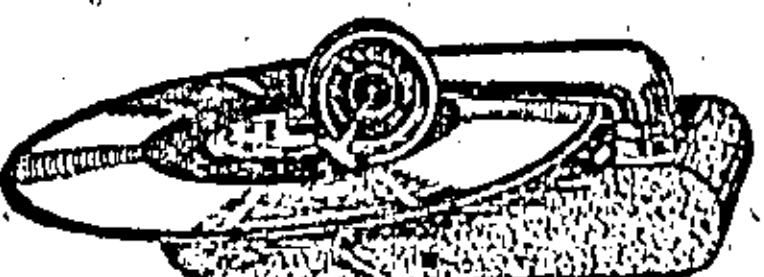
This bequest is not applicable to any building scheme; but the Benchers have decided to associate the library with this generous gift. The building will cost about £40,000.

A racing pigeon, the property of Mr. F. E. Brown, Bridlington, has made a remarkable flight from Marseilles (says the *Yorkshire Post*). Competing in the Yorkshire Championship Club contest, Mr. Brown's bird was released along with 66 others at 10.35 on a Tuesday morning, and reached its home in Bridlington at 6.11 the following night. The length of the flight is approximately 800 miles. With the official allowance of five hours for darkness, Mr. Brown's bird has covered the distance at an average speed of nearly 30 miles an hour, an extraordinary performance.

EXCELDA GRAMOPHONE

All Metal, Camera Shaped, Ideal for Picnic and Bathing Parties.

LOUD TONE
No Metallic Sound
\$25.00 nett.



Anderson Music Co., Ltd.
St George's Buildings.



My Third One To-day!

Let the Kiddies have their fill of Dairy Farm Ice Cream these hot days.

Ice Cream nourishes and reduces body-heat at the same time.

SAFE & DEPENDABLE in Pint and Quart Bricks.

The Dairy Farm Ice & Cold Storage Co., Ltd.

NEW BILLIARD CUES

'PEARL' \$13.50

'EMPIRE' MATCH \$16.50

'STEVENSON' \$19.50

Less usual discount.

LANE, CRAWFORD'S SPORTS DEPT.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.
Paid Capital: Frs. 68,400,000.00
Subscribed Capital: Frs. 72,000,000.00
Reserve Fund: Frs. 80,334,519.10

BRANCHES: BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, MANILA, SHANGHAI, SINGAPORE, TIENTSIN, YOKOHAMA.

THE MERCANTILE BANK OF INDIA LIMITED.

15, Gracechurch Street, London, E.C. 3.
Authorized Capital: £10,000,000
Subscribed Capital: £2,800,000
Paid-Up Capital: £1,050,000
Reserve Fund and Profit: £1,545,697

BRANCHES: Bankok, Batavia, Bombay, Calcutta, Canton, Hankow, Hongkong, Kobe, London, Lyons, Madras, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Suez, Tientsin, Yokohama.

THE YOKOHAMA SPECIE BANK, LIMITED.

(Established 1886.)
Capital (fully paid up): ¥100,000,000
Reserve Fund: ¥2,500,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at: Alexandria, Batavia, Bombay, Calcutta, Canton, Hankow, Hongkong, Kobe, London, Lyons, Madras, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Suez, Tientsin, Yokohama.

THE HONGKONG BANKING CORPORATION.

Authorized Capital: \$50,000,000
Issued and Fully Paid-up: \$20,000,000
Reserve Funds: \$10,000,000
Sterling: \$1,000,000
Silver: \$1,000,000
Reserve Liability of Proprietors: \$20,000,000

HEAD OFFICE: HONGKONG.
Court of Directors: Hon. Mr. D. G. M. Bernard, Chairman. A. H. Compton, Esq., Deputy Chairman. W. H. Bell, Esq., W. L. Pattenden, Esq., N. S. Brown, Esq., T. G. Wallis, Esq., A. Macgregor, Esq., H. F. White, Esq., C. G. S. Mackie, Esq., Acting Chief Manager: Hon. Mr. A. C. Hyman.

AMOI, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHIOU, COLOMBO, DAIKIN, FOCHOW, HAIPHONG, HANKOW, HONGKONG, KOBAY, KODAI, KUALA LUMPUR, LYONS, MALACCA, MANILA, MOKDEN, NAGASAKI, NEW YORK, Peking, PENANG, RANGOON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SUEZ, TIENTSIN, TOKYO, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter period in Local Currency and Sterling on terms which will be quoted on application. Hongkong, 7th April, 1927.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital: \$50,000,000
Issued and Fully Paid-up: \$20,000,000
Reserve Funds: \$10,000,000
Sterling: \$1,000,000
Silver: \$1,000,000
Reserve Liability of Proprietors: \$20,000,000

HEAD OFFICE: HONGKONG.
Court of Directors: Hon. Mr. D. G. M. Bernard, Chairman. A. H. Compton, Esq., Deputy Chairman. W. H. Bell, Esq., W. L. Pattenden, Esq., N. S. Brown, Esq., T. G. Wallis, Esq., A. Macgregor, Esq., H. F. White, Esq., C. G. S. Mackie, Esq., Acting Chief Manager: Hon. Mr. A. C. Hyman.

AMOI, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHIOU, COLOMBO, DAIKIN, FOCHOW, HAIPHONG, HANKOW, HONGKONG, KOBAY, KODAI, KUALA LUMPUR, LYONS, MALACCA, MANILA, MOKDEN, NAGASAKI, NEW YORK, Peking, PENANG, RANGOON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SUEZ, TIENTSIN, TOKYO, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter period in Local Currency and Sterling on terms which will be quoted on application. Hongkong, 7th April, 1927.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION. A. C. HYNES, Acting Chief Manager.

THE BANK OF CANTON, LIMITED.

Established 1912.
HEAD OFFICE: HONGKONG.
Authorized Capital (Hong Kong Currency): \$11,000,000.
Paid-up Capital (Hong Kong Currency): \$5,500,000.
Reserve Fund (Hong Kong Currency): \$500,000.

BRANCHES: Canton, Shanghai, Hankow, Swatow, Hongkong, New York and San Francisco.

LONDON BANKERS: The Lloyd's Bank Limited. Correspondents in all principal cities of the world. Foreign exchange and banking business of every description transacted. Safe Deposit Boxes (various sizes) at a yearly rental of from \$5 to \$40. LOOK POON SHAN, Chief Manager. Hongkong, 18th January, 1927.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)
BANKERS
ESTABLISHED 1824.
HONGKONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital: Guilder 150,000,000.00
Paid-Up Capital: Guilder 80,000,000.00
Reserve Fund: Guilder 40,000,000.00

HEAD OFFICE: AMSTERDAM.
Eastern Head Office: BATAVIA.
BRANCHES: Batavia, Bandoeng, Bombay, Calcutta, Chertibon, Jiddah, Djember, Djokjakarta, The Hague, Kobe, Kanton, Radia, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam, Semarang, Shanghai, Siboga, Soerabaya, Swatow, Tientsin, Yokohama.

These offices have safe deposit boxes to let. London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED. O. STEENSTRA, Manager. Hongkong, 30th July 1927.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Voeux Road, Central, Hongkong.
Authorized Capital: \$10,000,000
Paid-up Capital: \$2,000,000
Reserve Fund: \$1,000,000

BRANCHES AND AGENCIES: Batavia, Melbourne, Nagasaki, New York, Osaka, San Francisco, Shanghai, Singapore, Soerabaya, Yokohama.

Correspondents in all principal cities of the world. Every description of Banking and Exchange business transacted. Loans granted on approved securities. SAFE DEPOSIT BOXES to let. RAN TONG PO, Chief Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

(Established 1886.)
Capital (fully paid up): ¥100,000,000
Reserve Fund: ¥2,500,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at: Alexandria, Batavia, Bombay, Calcutta, Canton, Hankow, Hongkong, Kobe, London, Lyons, Madras, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Suez, Tientsin, Yokohama.

THE HO HONG BANK, LTD.

(Incorporated 1917.)
CAPITAL
Authorized Capital: \$50,000,000
Issued: \$2,000,000
Paid-Up: \$1,000,000
Reserve Funds: \$1,000,000
Liabilities of Shareholders: \$1,000,000
Surplus: \$1,000,000

HEAD OFFICE: SINGAPORE.
Branches, agencies and Correspondents in all the principal cities of the world. Every description of Banking and Exchange business transacted. KO LEUNG PO, Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1828.)
HEAD OFFICE: LONDON.
Paid up Capital: £1,000,000
Reserve Fund: £1,000,000
Reserve Liability of Proprietors: £2,000,000

Agencies and Branches: ALOR STAR, AMOY, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHIOU, COLOMBO, DAIKIN, FOCHOW, HAIPHONG, HANKOW, HONGKONG, KOBAY, KODAI, KUALA LUMPUR, LYONS, MALACCA, MANILA, MOKDEN, NAGASAKI, NEW YORK, Peking, PENANG, RANGOON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SUEZ, TIENTSIN, TOKYO, YOKOHAMA.

Foreign Exchange and General Banking business transacted. Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application. J. R. GEORGE, Manager. Hongkong, 26th February, 1927.

THE NATIONAL CITY BANK OF NEW YORK.

Capital, Surplus and Undivided Profits: U.S.\$140,000,000
Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

HEAD OFFICE: 55, Wall Street, New York.

Branches in: ARGENTINE, BELGIUM, BRAZIL, CHINA, CUBA, DOMINICAN REPUBLIC, FRANCE, GERMANY, ITALY, JAPAN, KOREA, PANAMA, PERU, PORTO RICO, STRAITS SETTLEMENTS, TRINIDAD, VENEZUELA.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco, Spain and the Philippine Islands.

G. HOGG, Manager. Hongkong, 7th January, 1927.

行銀商工法中

BANQUE FRANCO-CHINOISE pour le Commerce et l'Industrie.

(Incorporated in France.)
5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.
Capital fully paid up: Frs. 40,000,000
Reserves: Frs. 12,274,000
Special reserve fund: Frs. 50,000,000

BRANCHES: Paris, Lyons, Marseilles, Saigon, Haiphong, Hankow, Peking, Shanghai, Tientsin, Hong Kong, and Yokohama.

BANKERS: France: Societe Generale, Banque National de Credit, Banque de Paris et des Pays Etrangers, Credit Commercial de France, Credit Lyonnais, Societe d'Alger, Societe de Madagascar, Societe de Tunisie, Societe de Maroc, Societe de Tunisie, Societe de Maroc, Societe de Tunisie, Societe de Maroc.

Every description of Banking and Exchange business transacted. Correspondents throughout the world. A. ROLLIN, Manager. Hongkong, 11th March, 1928.

THE BANK OF CHINA.

SPECIALY AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 22ND OF NOVEMBER, 1917.
Authorized Capital: \$40,000,000.00
Paid-up Capital: \$12,274,000.00
Reserve Funds: \$50,000,000.00

HEAD OFFICE: PEKING.
HONGKONG BRANCHES: 4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.

LONDON BANKERS: The National Provincial and Union Bank of England Limited.

The Guaranty Trust Company of New York.

NEW YORK BRANCHES: The Irving National Bank, The Equitable Trust Company of New York, The National City Bank of New York, The Chase National Bank, The First National Bank, The Second National Bank, The Third National Bank, The Fourth National Bank, The Fifth National Bank, The Sixth National Bank, The Seventh National Bank, The Eighth National Bank, The Ninth National Bank, The Tenth National



LONDON SERVICE

"ANTENOR" 24th Aug. Marseilles, London, R'dam & Glasgow
 "PERSEUS" 6th Sept. Marseilles, London, R'dam & Hamburg
 "RHEXENOR" 20th Sept. Marseilles, London, R'dam & Hamburg
 "NELEUS" 24th Sept. London, Rotterdam & Hamburg
 * Call at Consignee.

LIVERPOOL SERVICE

"ANTENOR" 24th Aug. Genoa, Havre, Liverpool & Glasgow
 "PERSEUS" 6th Sept. Genoa, Havre, Liverpool & Glasgow
 "RHEXENOR" 20th Oct. Genoa, Havre, Liverpool & Glasgow
 "NELEUS" 24th Nov. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA.
 "TALYTHIOS" 3rd Sept. Victoria, Vancouver & Seattle
 "ACHILLES" 22nd Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"MENTOR" 23rd Aug. New York, Boston & Baltimore
 "GLAUCOS" 24th Sept. New York, Boston & Baltimore

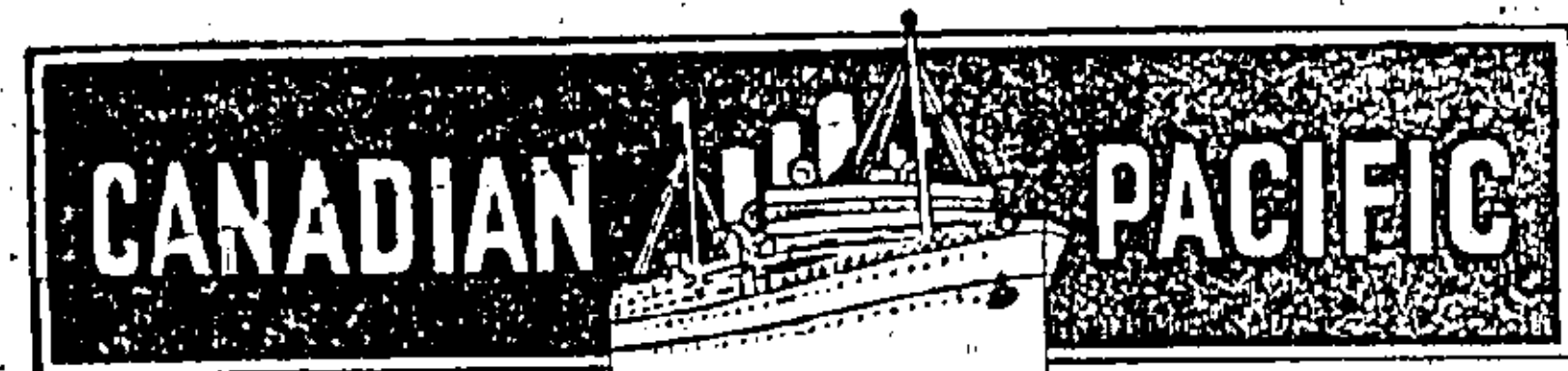
PASSENGER SERVICE

"ANTENOR" 24th Aug. Singapore, Marseilles & London
 "HECTOR" 5th Oct. Singapore, Marseilles & London
 "AENEAS" 1st Nov. Singapore, Marseilles & London
 "SARPEDON" 5th Nov. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.
 For freight and passage rates and information apply to:—

Butterfield & Swire,

Agents.



QUICKEST TIME ACROSS THE PACIFIC

TO VICTORIA & VANCOUVER.

SAILINGS 1927.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPERESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPERESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
EMPERESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

SPECIAL FARES TO EUROPE

£120 £112 £83

All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 30	Sept. 1	EMPERESS OF ASIA	Sept. 10
Sept. 20	Sept. 22	EMPERESS OF CANADA	Oct. 1

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752 Cables: "GACANPAO"
 Freight and Express: Tel. C. 42. Cables: "NAUTILUS"

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company.



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OUDERKERK ... 22nd August.
 S.S. MADDERA ... 19th September.
 S.S. OLDEKERK ... 17th October.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. OOSTERKERK ... 4th September.
 S.S. OUDERKERK ... 2nd October.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574. Agents, York Building.

FAR EAST GAMES.

CHINESE OFFICIALS TO PRESIDE.

China, the host of the coming Far Eastern Championship games, is going to have her own nationals to officiate at all of the different events. She had been Olympic host before on two occasions but the organizing and conducting of the meetings was entrusted to foreigners. If she has done nothing in the way to promote and improve sports, she has at least taken a step forward in bringing up a bunch of competent officials who will officiate at the great athletic carnival this time.

For fear of a recurrence of the unhappy incident in the last Far Eastern Olympic Games, Mr. T. Yaku-shi, the secretary of the Japanese Athletic Association, in his conversation with Mr. Z. L. Sung at the office of the China National Amateur Athletic Federation, asked for mixed officials. Each competing nation should be represented in officiating the games and track and field events. As a courtesy from China Mr. Sung will bring the matter before the meeting of the delegates of the three countries and advance the following suggestions for the approval of the meeting.

Four Inspectors.

Mr. Sung suggested to the Japanese representative that four inspectors from each nation be chosen for the track and field events. In the basketball competition Chinese will act as both umpire and referee but the team's time-keeper and scorer are allowed to give assistance. In baseball, however, two umpires will be supplied by China and two more umpires from the other competing nations will assist. With regard to the kind of balls to be used the Japanese are desirous of using the Spalding No. 1 balls which are considered as the official balls. In swimming China proposes to mark out the lanes with white cords with cork floats attached.

In the open championships Americans will send teams in track and field events, basketball and baseball. The Marines had the sailors will probably constitute the majority of the competitors. England will enter a football team and it is very likely

LAWN TENNIS.

GORDON LUM BEATS T. HONDA.

Suffering from a slight touch of sun-stroke, S. G. Lum, the Australian tennis exponent, playing against T. Honda at the Chinese Recreation Club ground yesterday evening gave a rather disappointing display compared with the more spectacular exhibition of the previous day.

The Australian won by two sets to one, but it was only in the first set that he gave anything of his previous day's brilliance. In the subsequent sets he complained of a headache and after losing the second he took a short interval during which he had a shower bath. The intense heat compared with the more cooler conditions in Australia told on the victor and at the conclusion of the match he simply lay on the grass and had to be supported to the pavilion.

On yesterday's game he proved more than a match for the Japanese player and had been in the best of condition would undoubtedly have ended the match earlier.

Honda, however, played an excellent game, giving one of his best performances. He brought off some unreturnable strokes and although Lum was brilliant at the net, the Japanese passed him on several occasions.

Lum gave a good exhibition under a severe handicap but he was not playing up to Thursday's standard. His driving was not as effective while his service lacked the sting of the previous day. He made a wonderful effort in the last set and although he was not overcast on his legs he forced the match to an end in the twelfth game, after being 3-1 down and then 5-3 up.

The scores were, 6-2, 1-6, 7-5. Lum meets Lieut. Frowen on the C. R. C. ground on Sunday afternoon.

The British forces will also participate in the open events.

Lieutenant Liversledge, the well known sportsman in the U. S. Marines Corps, has consented to be the honorary coach of the Chinese athletes in the weight events. The Chinese Jockey Club has contributed \$2,000 and a big silver cup to the China Athletic Federation for Far Eastern Games.

BOXING.

BRITISH LIGHTWEIGHTED CHAMPION OUTPOINTED.

New York, Aug. 19.

In a ten-round contest Tommy Freeman at Hot Springs, Arkansas, outpointed Harry Mason, the British lightweight champion. —*Reuter's American Service.*

Mike McTigue Suspended.

Hartford, Conn., Aug. 19.

Mike McTigue, who was recognized as the world's cruiser weight champion by the New York state Commission when Jack Delaney relinquished the title, has been suspended by the National Boxing Association for refusing to fight Larry Gaines at Toronto on the 16th of May. —*Reuter's American Service.*

A General Suspension.

New York, Aug. 19.

Following their refusal to suspend Uzcudun, who was disqualified for punching Delaney below the belt the New York Boxing Commission has suspended indefinitely Pete Reilly, Delaney's manager with the entire "stable" of fighters. The suspension affects Delaney, Andre Routsis the French featherweight, Sammy Vogel the Harlem lightweight, Johnny Breslin the light-heavyweight and several lesser lights. The official reason given is that Reilly failed to appear before them to explain why Delaney had not fulfilled his contract to fight Jack Sharkey as originally scheduled last September but postponed on account of an injury to Delaney. —*Reuter's American Service.*

The service from Dunkirk to Paris by the new Tilbury and Dunkirk route has been accelerated, for first and second class passengers, to arrive in Paris at 10.20 a.m. instead of 11.20 a.m. as before.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE.

JOINT TRANS-PACIFIC SERVICE.

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE

THE "PRESIDENT LINERS."

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE AND YOKOHAMA.

"THE SUNSHINE BELT."

PRESIDENT MCKINLEY ... Tues., Aug. 30th
 PRESIDENT LINCOLN ... Tuesday, Sept. 13th
 PRESIDENT CLEVELAND ... Tuesday, Sept. 27th
 PRESIDENT PIERCE ... Tuesday, Oct. 11th
 PRESIDENT TAFT ... Tuesday, Oct. 25th

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

HONGKONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES.

Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing. — Ask for information. Following are suggested itineraries:

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
Aug. 24	Seattle	Berengaria	Sept. 21	C'brg-S'hmptn Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-S'hmptn Oct. 7
Sept. 7	Seattle	Aquitania	Oct. 5	C'brg-S'hmptn Oct. 11
Sept. 13	San Francisco	Majestic	Oct. 15	C'brg-S'hmptn Oct. 21
Sept. 21	Seattle	Leviathan	Oct. 23	C'brg-S'hmptn Oct. 29
Sept. 27	San Francisco	Olympic	Oct. 29	C'brg-S'hmptn Nov. 4
Oct. 5	Seattle	Berengaria	Nov. 2	C'brg-S'hmptn Nov. 8
Oct. 11	San Francisco	Leviathan	Nov. 12	C'brg-S'hmptn Nov. 18
Oct. 19	Seattle	Aquitania	Nov. 16	C'brg-S'hmptn Nov. 22
Oct. 25	San Francisco	Majestic	Nov. 26	C'brg-S'hmptn Dec. 2
Nov. 2	Seattle	Leviathan	Dec. 3	C'brg-S'hmptn Dec. 9

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE."

PRESIDENT TAFT ... Wed., August 24th, 6.00 a.m.
 PRESIDENT JEFFERSON ... Wednesday, Sept. 7th
 PRESIDENT GRANT ... Wednesday, Sept. 21st
 PRESIDENT MADISON ... Wednesday, Oct. 5th
 PRESIDENT JACKSON ... Wednesday, Oct. 19th

THEREAFTER FORTNIGHTLY SAILINGS ON WEDNESDAYS

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES

—GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT GARFIELD ... Tues., Aug. 30th, 8.00 a.m.
 PRESIDENT HARRISON ... Tuesday, Sept. 13th 8.00 a.m.
 PRESIDENT MONROE ... Tuesday, Sept. 27th 8.00 a.m.
 PRESIDENT WILSON ... Tuesday, Oct. 11th, 6.00 a.m.
 PRESIDENT VAN BUREN ... Tuesday, Oct. 25th, 8.00 a.m.

THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT MCKINLEY ... August 22nd, 6.00 p.m.
 PRESIDENT GARFIELD ... Aug. 30th, 8.00 a.m.
 PRESIDENT JEFFERSON ... Aug. 30th, 6.00 p.m.
 PRESIDENT LINCOLN ... Sept. 5th, 6.00 p.m.
 PRESIDENT HARRISON ... Sept. 13th, 6.00 a.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
 Telephones Central 2477, 2478 & 795.

HONGKONG, CANTON & MACAO STEAMERS.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 1 a.m.
 Sailings from Hongkong—s.s. "KINSHAN"—Monday, Wednesday and Friday at 8 a.m.

Sailings from Canton—Daily at 4 p.m.
 Sailings from Canton—s.s. "KINSHAN"—Tuesday, Thursday and Saturday at 8 a.m.

S.S. "TAISHAN" berths on arrival in Hongkong on Tuesday, Thursday and Saturday at Company's Wing Lok Street Wharf. All Steamers will, as usual, leave for Canton from the Hongkong Wharf.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
 FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

SUNDAY EXCURSION.

On Sunday, the 21st August, s.s. "SUI AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M. Return Saloon Passage Fare:—\$5.00.

SPECIAL TIFFIN—\$1.50.

Above Sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

SHIPBUILDERS.
 SHIP REPAIRERS.
 BOILER MAKERS.
 FORGE MASTERS.
 OXY-ACETYLENE AND
 ELECTRIC WELDERS.
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS:—"TAIKOODOCK" HONGKONG. BUTTERFIELD & SWIRE, Agents
 TELEPHONE No. 212. HONGKONG, CHINA & JAPAN.
 CALL FLAG: "C" OVER "ANS. PENNANT"

THE HONGKONG & WHAMPOA DOCK CO., LTD.

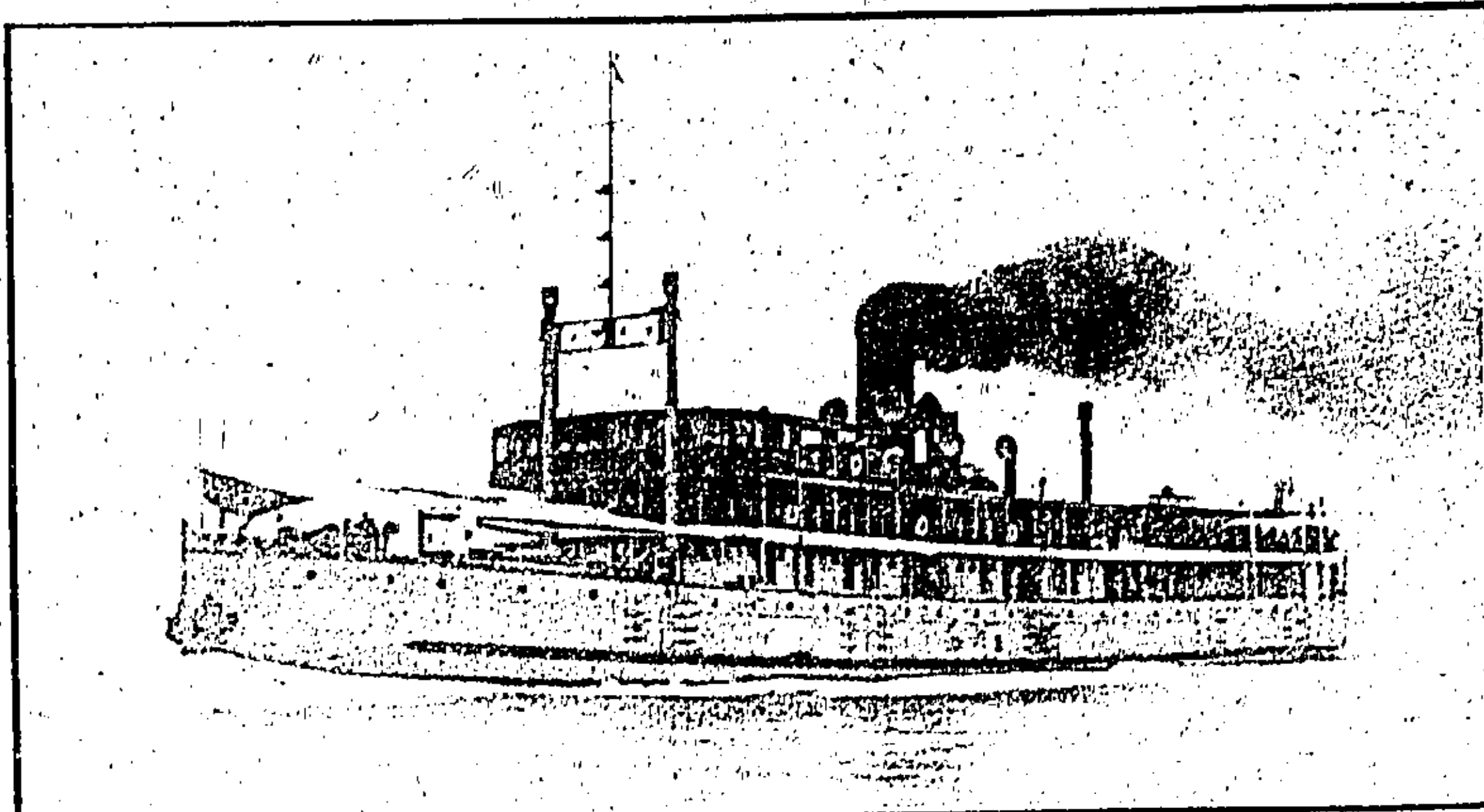
TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used A1. A.B.C. Fifth Edition, Engineering, First and Second Edition.

Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers and Iron

Brass founder, Force Master, Electricians.



T. S. S. "SIANG WO"

Passenger & Cargo River Steamer, built and engined at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd. for service on the Middle Yangtze, Hankow-Iohang.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
\$120, \$112, \$118 \$102 \$83 via SAN FRANCISCO.
\$440 \$420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Tonyo Maru ... Monday, 22nd Aug. at noon.
Korea Maru ... Tuesday, 24th Sept.
Shinyo Maru ... Tuesday, 20th Sept.
*Calls Los Angeles, Omitting Honolulu.
LONDON via Singapore, Suez, Marseilles & Ports.
Haruna Maru ... Friday, 26th Aug. at 11 a.m.
Kamo Maru ... Saturday, 10th Sept. at 11 a.m.
Katori Maru ... Saturday, 24th Sept. at 11 a.m.
SYDNEY & MELBOURNE via Manila & Ports.
Mishima Maru ... Wednesday, 24th Aug. at 11 a.m.
Tango Maru ... Wednesday, 21st Sept.
BOMBAY via Singapore & Colombo.
Muroran Maru ... Saturday, 27th Aug.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles Mexico & Panama
Ginyo Maru ... Saturday 20th Aug. at noon.
SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Kawachi Maru ... Tuesday, 6th Sept.
NEW YORK and/or BOSTON via PANAMA.
Tatsuno Maru ... Saturday, 20th Aug.
Calcutta Maru ... Saturday 27th Aug.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Lima Maru ... Sunday, 9th Oct.
CALCUTTA via Singapore, Penang & Rangoon.
Mojito Maru ... Wednesday, 31st Aug.
NAGASAKI, KOBE & YOKOHAMA.
Aki Maru ... Friday, 16th Sept.
SHANGHAI, KOBE & YOKOHAMA.
Gonosu Maru (Calls Moji) ... Sunday, 21st Aug.
Hakodate Maru (Moji Direct) ... Sunday, 21st Aug.
Atsuta Maru ... Tuesday, 23rd Aug.
Toyooka Maru ... Friday, 2nd Sept.
For further information apply to: **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, (private exchanges to all Depts.)

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjilaca	Shanghai	1st Port	21st Aug	M'kar & Java
Tjikembang	Batavia	21st Aug	23rd Aug	Shanghai
Tjisondari	S'hai, K'lung	23rd Aug	25th Aug	Batavia
Tjipanas	Java, Mesr	27th Aug	29th Aug	Swatow & Saigon
Tjilacrom	Java, Mesr	29th Aug	31st Aug	Amoy & S'hai
Tjilalak	N. China	29th Aug	31st Aug	Batavia
Tjilakang	Batavia	4th Sept	8th Sept	Shanghai
Tjikembang	S'hai, K'lung	6th Sept	8th Sept	Batavia
Tjibodas	Java, Mesr	12th Sept	14th Sept	Amoy, N. China
Tjilanoek	N. China	12th Sept	14th Sept	M'kar & Java
Tjilacra	Batavia	18th Sept	22nd Sept	Shanghai
Tjilakang	S'hai, K'lung	20th Sept	22nd Sept	Batavia
Tjikini	Java, Mesr	26th Sept	28th Sept	Amoy, N. China

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia. For Freight and Passage apply to the

Java-China-Japan Lijn.

INDO CHINA STEAM
NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TIENTSIN	Mingsang	Sun. 21st Aug at 7 a.m.
TSINGTAU Swatow & S'hai Kwong	Mon. 22nd Aug at noon.	
OSAKA Amoy, Moji & Kobe Namsang	Wed. 24th Aug at 7 a.m.	
SHANGHAI	Yuenang	Wed. 24th Aug at 10 a.m.
TSINGTAU Swatow & S'hai Hangsang	Wed. 24th Aug at 10 a.m.	
STRAITS & Caloutta	Fooksang	Wed. 24th Aug at 3 p.m.
SANDAKAN	Mansang	Satur. 27th Aug at 3 p.m.
TSINGTAU Swatow & S'hai Yatsing	Sun. 28th Aug at 10 a.m.	
STRAITS & Calcutta	Kumsang	Sun. 28th Aug at 3 p.m.
STRAITS & Calcutta	Kutsang	Mon. 5th Sept at 3 p.m.
OSAKA Amoy, Moji & Kobe	Laisang	Fri. 9th Sept at 7 a.m.

For freight or passage apply to:

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central

General Managers

THE SWEDISH EAST ASIATIC
COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

BARCELONA, ROTTERDAM, HAMBURG
and SCANDINAVIAN PORTS.

M.V.	Departure	Arrival
M.V. "NANKING"	6th September	
M.V. "DELHI"	27th September	
M.V. "AGRA"	15th October	
M.V. "SUMATRA"	3rd November	
M.V. "JAPAN"	20th November	
M.V. "FORMOSA"	10th December	

FOR SHANGHAI and JAPAN PORTS.

M.V. "SUMATRA"	24th September
M.V. "JAPAN"	10th October

For further particulars apply to the

GILMAN CO., LTD.

Hongkong.

Agents:

G. E. HUYGEN.
Canton

"SQUEEZE."

GUILD REPRESENTATIVES
FINED.

Proceedings against two Chinese who were alleged to have demanded "squeeze" from a boat-builder by virtue of their connection with the boat-wrights' guild at Aberdeen, were continued at the Central Magistracy yesterday afternoon.

According to the defendants, the sum demanded was trifling, amounting to only \$2, solicited for the general fund, which went to maintain the expenses of joss-services. They said that the boat-builder was quite willing to subscribe, and in point of fact, had actually given a little in advance to get along with, the balance to be paid later.

They were unable to account for his "change of face" when later he took up a truculent attitude, cried out "paak," which is the Hakka for "strike," and invited them to go to the police station.

The first defendant, in the witness box, told of an interview they had with the boat-builder, and at which the question of the subscription was raised and agreed to. It was not true, he suggested that instead of only a small sum, he did ask for 24 cents for each of his foks, an amount if spread over 8 days, would have more than doubled the \$2 he originally asked for.

Blamed His Companion.

Following his examination by Mr. McCallum, who appeared for the defence, the first defendant was questioned by His Worship as to his connection with the guild. The shroff, but was unable to give a reason why on that day he should seek out the boat-builder alone.

He blamed his companion for having demanded the 24 cents after "telling" the Court that the latter, occupied no other official position in the guild than that of an ordinary member.

"His Worship: You tried to put the blame on him and yet said just now that he was not on the executive of the guild."

Defendant: I am not blaming him. He did say all those things. His Worship: What right have you to demand subscriptions under those circumstances, when the men for whom you demanded the money did not belong to your guild?—It was only a small sum that I asked for, it had nothing to do with membership and was only a small sum for the purchase of oil and joss-sticks.

Mr. McCallum explained that the rate was uniform at 24 cents before the strike, but after the strike, the amount of this subscription was made optional on account of business depression.

Magistrate's Warning.

Mr. Lindell said, after further examination, that he was quite satisfied that the defendants actually used threats in order to make the boat-builder pay more than he was contributing. He fined the first defendant \$25 and the second defendant \$10, and warned them

LOCAL BASEBALL.

LINE-UP FOR WEEK END
GAMES.

The baseball programme over the week-end will be as follows, weather permitting.

To-day:
2.30 p.m. Dragons v. Recoilo.
4.30 p.m. Japanese v. Hongkong.
To-morrow:
4 p.m. Tigers v. Filipinos.

The following will be the line-up of the Japanese baseball Club against the Hongkong B.B.C. to-day, at 4.30 p.m.

Kusano, CP; Y. Hachima, C; Murata, 1B; S. Machima, P; Saito, LF; Honda, SS; Tajima, 3B; Koga, RF; Hamanaka, 2B. Reserves: Takatori, Hara, and Yoshikawa. The line up of the Filipino Club against the Tigers to-morrow, will be as follows:

Zafra, C; Angeles, P; T. Leonard, 1B; Cruz, 2B; Curcen, 3B; Tecson, 3B; Rull, LF; Bautista, CF; D. Leonard, RF; Substitutes, Fernandez and Delgado.

BAND CONCERT.

NORTHAMPTONS AT
KOWLOON DOCK.

The programme of music to be given by the full military band, fives and drums, of the 1st Battalion Northamptonshire Regiment, by kind permission of Lieut.-Colonel Pender, C.M.G., D.S.O., M.C., and officers, at Kowloon Dock to-morrow afternoon, is as follows:

1. March, The Vanished Army, Alford.
2. Selection, Lady be Good, Gershwin.
3. Cornet Solo, I'll sing these songs of Araby, Clay.
4. Selection, Rose Marie, Friml.
5. Retire by the Fives and Drum Band.
6. Solo, Nell Gwyn, Ed. German.
7. Selection, Sonny, Kern.
8. Cornet Duet, The Friendly Rivals, arr: Godfrey.
9. (Soloists—L/C. A. Green and Bds. F. Chapman).
10. Selection, Tip-Toes, Gershwin.

Conductor, Mr. W. Cresswell, L. R. A. M.

Mr. Harry Garden, of 40, Eaglehurst-road, Fulham, S.W., lost his life when an explosion occurred on the 50-ton motor yacht Lady Betty, owned by Mr. E. Johnston-Noad, a London solicitor, on the River Seine at Poissy, near Paris. On board the yacht were a crew of four and a party consisting of the owner and three friends—Lieut.-Comm. T. Fox, Major Rawson, and Mr. E. L. Meesen, all of London. A fire was caused by a leak in the petrol tank, and the vessel was run ashore before the explosion occurred, but when about 30ft. from the bank Mr. Harry Garden, one of the crew, jumped into the river and was drowned.

that the carrying out of this practice was unlawful. His Worship also warned defendants that their guild would be closed if this practice was persisted in. In addition to the fines, both men would be bound over in a sum of \$100 to keep the peace for a year.

CONSIGNEES' NOTICE.

THE DEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON and
STRAITS.

The Steamship

"BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All claims against the steamer must be presented to the Underinsured on or before the 6th September, 1927 or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, August 16, 1927.

"GIRL OR BOY?"

HUNGARIAN WITH A SECRET.

Budapest: An old bare-footed wanderer who claims to be able to predict the sex of the coming generation, and even to regulate the sex of an expected child by a few simple instructions to the mother, has appeared in the comitats of Baranya and Bacs, and as the old man's prophecies have proved correct in ninety-nine cases out of a hundred he has speedily become a personage grata in the farms and villages.

To a journalist the old man declared that he had formerly been a blacksmith, and that the secret of divining and influencing the sex of the unborn was imparted to him by a doctor whom he met in Germany twenty years ago; since then he has successfully applied the system more than two thousand times. The visitor, who mentioned the birth dates of the other members of his family, was instantly and correctly informed by the old man which of these were male or which female.

All attempts to induce the old man to reveal his secret have failed. Were it known, he says, such a simple rule of life would be laughed at, and he himself dismissed as a charlatan.

P. & O.-BRITISH INDIA, APCAR AND
EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MOREA	10,953	3rd Sept.	Marseilles & London
NOVARA	6,989	10th Sept.	Marseilles & London
KIDDERPORE	5,334	15th Sept.	Straits, Colombo & Bombay
*DEVANHA	8,155	17th Sept.	Marseilles, L'don & A'werp
KHYBER	9,114	1st Oct.	M'les, L'don, A'werp & Hull
NYANZA	7,023	12th Oct.	Straits, Colombo & Bombay
MALWA	10,986	15th Oct.	Marseilles & London
KASHMIR	8,985	29th Oct.	M'les, L'don, A'werp & Hull
MACEDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London

*Calls at Port Sudan.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Y'vrea, Smyrna and other Levant Ports by Steamers of the Khedivial Mail, S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA 8,018 5th Sept. S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong	Destination
PANDA	6,956	2nd Sept.	Manila, Sandakan, Thura.
ST. ALBANS	4,500	30th Sept.	Island, Townsville, B'bane.
ARAFURA	6,000	23rd Oct.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hoilo, Cebu, Colambagan, Tawao, Timor, Darwin, or other ports en route as indentment offers.

Frequent connections from Australia with the following—
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hongkong	Destination
NAGPORE	5,283	30th Aug.	S'hai, Moji, Kobe & Yoko
KHYBER	9,114	2nd Sept.	S'hai, Moji, Kobe & Yoko
ST. ALBANS	4,500	6th Sept.	Moji, Kobe, Osaka & Yoko
MALWA	10,986	16th Sept.	S'hai, Moji, Kobe & Yoko
NYANZA	7,023	22nd Sept.	Shanghai, Moji & Kobe
KASHMIR	8,985	30th Sept.	S'hai, Moji, Kobe & Yoko
ARAFURA	6,000	4th Oct.	Moji, Kobe, Osaka & Yoko
MACEDONIA	11,120	15th Oct.	S'hai, Moji, Kobe & Yoko
MONGOLIA	16,504	29th Oct.	S'hai, Moji, Kobe & Yoko
MANTUA	10,946	12th Nov.	S'hai, Moji, Kobe & Yoko
KASHGAR	9,005	26th Nov.	S'hai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be

received at the Co's Office up to noon on the day previous to sailing

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAPPLE" (Via Oran) ...	24th Aug.
Motor Vessel "GLENGLAREY" (Via Oran) ...	21st Sept.
Motor Vessel "GLENLUCE" (Via Oran) ...	19th Oct.
Steamship "CARMARVONSHIRE" ...	2nd Nov.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Due Hongkong

Motor Vessel "GLENAPP" ...	In Port.
Motor Vessel "GLENLUCE" ...	7th Sept.
Steamship "CARMARVONSHIRE" ...	18th Sept.
Motor Vessel "GLENBEG" ...	29th Sept.
Motor Vessel "GLENLARA" ...	18th Oct.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "MENTOR" ...	via Suez Canal 26th Aug.
S.S. "CITY OF NORWICH" ...	via Suez Canal 11th Sept.
S.S. "GLAUCUS" ...	via Suez Canal 24th Sept.
S.S. "CITY OF BOMBAY" ...	via Suez Canal 9th Oct.
S.S. "THESEUS" ...	via Suez Canal 23rd Oct.
S.S. "CITY OF EASTBOURNE" ...	via Suez Canal 6th Nov.

Steamers proceed via Suez Canal or Panama Canal at owner option.

Subject to Change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New

Zealand and Tasmanian Ports.

Excellent & Most Up-to-date First & Second Class Passenger Accommodation.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails thence on or about
TAIPING	6th September	13th September
CHANGTE	11th October	18th October
TAIPING	8th November	15th November
CHANGTE	9th December	16th December

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,

Tel. C. 36. Agents.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... ELLERMAN LINE

S.S. "K. ... Havre, London, Rotterdam & Hamburg ... 8th September.

AUSTRALIA ... AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"

to Java, Fremantle, Adelaide, Melbourne and Sydney and VICE VERSA.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September.

S.S. "CITY OF BOMBAY" ... via Suez Canal ... 9th October.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ... AMERICAN & ORIENTAL LINE

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms,
newly renovated and installed with Box Spring Beds, Hot and
Cold Water, also Telephone. All Trams pass in front of
Hotel. Most Moderate Rates in the Colony.
Hotel launch meets all steamers.
Dining Room and Lounge now open to the Public.

TEA DANCES

MONDAYS, WEDNESDAYS & FRIDAYS
5 to 7 p.m.

Tel. Add Victoria.

Telephone C.373.

J. H. WITCHELL,

Manager.

HOTEL SAVOY

Comfort, Convenience and Distinction.

HOTEL METROPOLE.

22, Lee House Street.

HOTEL BOA VISTA.

Macao.

UNDER THE SAME MANAGEMENT.

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.

Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table.
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608-609.

H. J. WHITE

Cables KOWLOTEL HONGKONG

Manager.

PALACE HOTEL.

Tel. Kowloon No. 8

Tel. Address "PALACE."

Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

CALDBECK'S SHERRIES.

Montilla,

Amontillado,

Manzanilla,

Pale Gold,

Oloroso.

CALDBECK, MACGREGOR & COMPANY, LIMITED.

(Incorporated under the Hongkong Companies' Ordinances 1911-1915.)
Princes' Building (Ground floor), Lee House Street.

Imprisonment for 82 days w.s.
the court martial's sentence; p.
mulgated at Aldershot on Guards.
man Harold Webb, 3rd Coldstream
Guards, for wilfully maiming him-
self by putting his right hand
under a railway train.

A Sydney correspondent tele-
graphs to the London Times that
Captain Frank Horley, in a D.H.
Moth aeroplane owned by the
Sydney Sun, has attained an alti-
tude of 16,100 ft. and obtained
wonderful cloud pictures.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 8, Wyndham Street, in the City of
Victoria, Hongkong.



FACILIS DESCENSUS AVERNI!

RECORDS FOR 40 MINUTES.

A NEW GRAMOPHONE DEVICE.

NOVELS ON SIX DISCS.

Gramophone libraries for the
use of the blind, which will com-
prise a full-length novel in half-
a-dozen 12-inch records, have
been brought within practical
reach by a new process evolved by
Capt. H. J. Round at Marconi
House, says a Home paper of mail
week.

Capt. Round, working with a
specially adapted plant at the
Vocalion factory, has produced
reading-records which run for
forty minutes and reproduce in-
telligibly some 5,000 words per
side. These records are of the
ordinary size and thickness, but
they have, besides a secret de-
vice which cannot at present be
divulged, from three to four times
the number of grooves, and rotate
at one-third the speed—about
twenty-eight revolutions instead
of the usual eighty per minute.
They have to be played off electri-
cally—that is, with one or two
wireless amplifying valves and
loud-speaker or headphones at-
tached to an ordinary small gram-
ophone.

"I am not yet wholly satisfied
with the results," Capt. Round
told an *Observer* representative
yesterday, "for records of the kind
one must have a superlative cut-
ting and playing-off point, and I
haven't yet found a point which
entirely suits. That, however,
is quite a simple mechanical mat-
ter which presents no real diffi-
culty. I hope to be able to pro-
duce the point I want in a matter
of a few days."

"With the present records," he
added, "I find that I get as good
results towards the centre of the
disc as at the rim. By using less
of the surface, and not cutting
so far towards the centre, I es-
timate that I ought to be able to
produce discs which would run
for two to three hours each side,
and intend trying to do so."

Musical Reproduction.
He indicated that he did not
regard the device as a commercial
one, but it ought to be possible
to bring it within the reach of
hospitals and the blind at a total
cost, including one or two valves
for headphone reproduction only,
of about £10 an instrument. It
could equally be used for musical
reproduction, but unfortunately
there were at present certain com-
mercial and patent difficulties in
the way of the extended use of the
electrical gramophone. "In the
near future," he said, "it may be
found possible to put an electrical
gramophone on the market for £50
or so, and with this, and the new
record, one should be able to get
a whole symphony from one side
without any 'break whatever.'"
The forty-minute reading re-
cords should cost no more than the or-
dinary one, since there would be
no expensive artist to pay.

An experimental disc played on
an ordinary table-model and am-
plified in a loud-speaker by two
valves the *Observer* representative
found to be both as clear and
loud as good wireless reception.
Capt. Ian Fraser, of St. Dunstan's,
admitted that he was very much
impressed with a record of five
Irish short stories which he had
tried over.

"I do not want to raise hopes
when the scheme is still in the
experimental stage," he declared,
"but the results are certainly
good. Ever since I came to St.
Dunstan's I have been on the look-
out for some mechanical method
of reading aloud, for it would be
an inestimable boon to blind people.
There are many who enjoy being
read to in the home, but it is not
always possible to find the right
person willing to read to them.
This thirty or forty minute record
seems to be the thing we want; it
not only avoids annoying breaks,
but should prove cheap and handy
for sending through the post, for
one could presumably get a whole
novel for the price of six or so."

THE MOST BEAUTIFUL THINGS.

MR. SELFRIDGE ON GOOD AND BAD ARCHITECTURE.

A beautiful woman; a beautiful
child; a beautiful flower; a beau-
tiful sunset; a beautiful edifice.
These, in the order given, are the
five most beautiful things in
creation, according to Mr. H. Gor-
don Selfridge, who recently open-
ed an exhibition of architectural
drawings by students of the Liver-
pool University School of Archi-
tecture, at the Walker Art Gal-
lery, Liverpool.

Architecture, he said, had the
advantage of being utilitarian as
well as beautiful. A beautiful
edifice was one which could have
been built into its design and stone
work the finest points the mind of
the artist could conceive. It was
something of permanent value,
and could either gladden or sad-
den thousands of eyes.

"I should like to see the ar-
chitects of this country banded
together to decline commissions
for any building inconsistent with
these ideals. I sometimes think
architects are too anxious to get
a commission to refuse bad pro-
positions. This little island of
ours should make itself a criterion
for the rest of the world in any
branch of art. I should like to see
men come to England to take the
post-graduate courses at this
school."

The bad influence in America
was to build buildings high and
massive, but without beauty. The
members of that school could de-
cline to be associated with the
vicious, and only with the beau-
tiful. They could make the lives of
all their associates happier, and
push civilisation further.

The Lord Mayor of Liverpool,
Councillor F. C. Bowring, who
presided, said the Liverpool School
of Architecture was the oldest
in the Kingdom. Though London
was ahead as a night school,
Liverpool was two years ahead
as a day school. There were now
125 students, and they all took
the full five years' course.

Mrs. Lucy Helen Heywood Sut-
cliffe, wife of James Anderson
Sutcliffe, of Belmont, Middleton
Road, Manchester, stated to have
formerly been managing director
of Messrs. Sutcliffe & Co., fibre
manufacturers, Crumpsall, applied
to the Manchester City Magis-
trates through Mr. Allen, for an
interim maintenance order on the
ground that her husband had
neglected to maintain her, al-
though his earnings were over a
thousand a year. It was ex-
plained that Mrs. Sutcliffe, who
had to be carried into Court owing
to partial paralysis, left Bel-
mont on July 5 because she could
not get any money from her hus-
band. She had not previously
been out of the house for seven
months owing to her ailment, and
since she left she had become
virtually destitute, and was un-
able to pay her way at the hotel
where she had since resided. Mr.
Allen asked that an order of the
Court should be made for £2, the
full amount allowable there, pend-
ing an application to the High
Court for a larger amount of
maintenance. Mr. Ashworth, for
the husband, said the neglect to
maintain was not denied, and he
consented to the order being
made.

Mr. Ernest Kirk, stationmaster
at Grange Court Junction, near
Gloucester, was crossing the line
in a storm at night when he was
knocked down by an engine, and
52 trucks passed over him. He
was unhurt and remained on duty.

Capt. Round played ordinary
dance and orchestral records on
the electrical gramophone. In-
crease of volume the result was
so astonishing that one wonder-
ed why the adaptation had not yet
spread to the smaller public and
juncture halls and homes. A hun-
dred or more couples could have
danced to that amplified record
exactly as they would to an actual
orchestra in a large room.

TO PRESERVE OUR TREES.

(Continued from Page 1.)

is clearly impossible to distinguish
the class of persons who would be
likely to cut and steal wood.
This absolute prohibition, which
thus seems to be necessary in any
case, has the additional advantage
of tending to prevent damage by
fire or by trampling which might
be caused through the carelessness
of shooting and picnic parties.

As the prohibition will be ab-
solute, regulations in the Schedule
to the Wild Birds Ordinance, 1922,
Ordinance No. 15 of 1922, are
being amended so as to prohibit
the shooting or taking of game in
an area prohibited under the pre-
sent Ordinance, or the entry into
such an area in pursuit of game
or for the purpose of taking nests
or eggs. The regulations in ques-
tion will be further amended so
as to provide for the insertion on
the form of game licence of a note
drawing attention to the prohibi-
tion now proposed. A draft of
the proposed regulations is pub-
lished with this bill.

The Ordinance does not apply to
the New Territories (other than
New Kowloon), and the only area
which it is at present proposed to
declare a prohibited area is a cer-
tain portion of the hillside be-
tween Tai Tam Harbour on the
west and Big Wave Bay and Shek
O on the east.

STOP PRESS.

PACIFIC FLIERS LOCATED?

Los Angeles, Aug. 19.

An amateur wireless
operator announces that he
has intercepted a message
from a ship reporting the
finding at sea of a derelict
aeroplane raft carrying a man
and the body of a woman.—
Reuter's American Service.

BEATING THE RED FLAG.

"HANDS OFF BRITAIN" IN HYDE PARK.

The first open-air session of the
"Hands Off Britain" meetings,
organised by the Anti-Socialist
Union, closed on a triumphant
note on July 24 in Hyde Park,
when six Conservative members
of Parliament addressed the
largest meeting which the move-
ment has so far attracted to the
big space under the trees, where
Hyde Park has learned that the
Union Jack can beat the Red Flag
at its own game and always gain
the bigger crowd.

Before the campaign opened in
the Spring, Socialist meetings had
predominated, and strollers in the
Park anxious to receive a little
political education, had no alter-
native to the extravagant and ill-
balanced rhetoric of the Bolshe-
vist "tub thumper."

The Anti-Socialist Union must
have felt gratified yesterday to
realise what great strides they
had made in such a short time with
their loyal meetings.

Two Socialist gatherings and one
Liberal lecture class added
together would have provided
about half the number of people
who listened to Sir Harry Brit-
tain, M.P., and his little band of
supporters on the platform.

The Union has started a new
epoch in Hyde Park oratory and
completely justified its contention
that the people wanted to hear
the lessons they had to teach.

The meetings will be resumed
again after the Parliamentary

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—
1. 23hrs. 60mins. 5secs. 2. Hastings, Rom-
ney, Hythe, Dover, Sandwich. 3. Monaco—
270. 4. 1688. Queen Elizabeth. 5. 23,000.
6. The Lord Chancellor's seat in the House
of Lords. 7. 2 1/2, 8 and 4 inches. 8. 27
inches. 9. A triumphal song. 10. Northern
Australia. 11. 50. 12. A register of the lands
of England.

QUEEN'S THEATRE

They're Off!—

The Lure of the
track—the call
of speed—the
jockey all out to
win—a thrilling
drama of the
Turf.



TO-DAY ONLY

At 2.30, 5.10, 7.15, & 9.20.

WORLD THEATRE

A vivid story of mother love—



How a great earthquake changed the lives of two families

TO-DAY ONLY

Orchestra at 5.15 and 9.20

Chinese Interpreter at 2.30 and 7.15.

STAR THEATER

TO-DAY ONLY

The film version of Herman Melville's great
story of the sea, "Moby Dick"—

THE SEA BEAST

with

America's greatest stage Actor

JOHN BARRYMORE

Continuous from 2.30 to 8.30

At 9.30

OUR CABARET in "POT POURRI"

STAR THEATRE

FINAL NIGHT

THE NEW

OUR CABARET

CHARLES CHAMIER'S

Revue Company of Ten London Artists

TO-NIGHT at 9.30

"POT POURRI"

Booking at Moutrie's and the Star Theatre
Prices \$3, \$2 & \$1.